

# GRAIN DEALERS JOURNAL

## Two Sides of Turnover

The alert business man dealing with present day conditions knows that the big word today is "Turnover." Whether he be a merchant, manufacturer, jobber, or banker, he sees that one thing with a clear vision unbiased by the limits of his own business. It is in the air, and on the tip of every tongue.

And yet many of them—entirely too many—are thinking on only one side of Turnover. They think of it as meaning rapid selling—putting money in and getting it out quickly and at a profit. They realize that they must put greatly increased efforts back of all their plans for selling and distribution.

The other half of Turnover is the consumer. All selling plans and efforts fail if the consumer doesn't want to buy. His desire for the product must be created. He must meet the seller half way. He must be in a mood to buy before the salesman meets him.

That is the function of Advertising

—to create consumer demand and consumer preference. With this demand as a fact all selling plans have a chance to succeed. Without it they fail. The only chance for salesmanship to succeed without an existing demand is for salesmanship to assume the task that belongs to advertising—the task of creating demand.

If the present efforts that are being put into selling were amply supported by a corresponding effort to create consumer demand through Advertising, the business conditions of this country would be rapidly changed into an era of great prosperity—in spite of Old World conditions.

The proof of this is in the fact that right now, under these very conditions, the manufacturers who are putting proper emphasis on creating a demand for their product, as well as selling it, are doing a big business and are actually getting the high turnover that others are trying so strenuously to get through intensive selling.



# Do You Know

—that Milwaukee's grain receipts average about 80,000,000 bushels annually?

—that 21,000,000 tons of freight are moved into and out of Milwaukee annually?

—that Milwaukee elevators can store 20,000,000 bushels of grain?

—that the receipts of coal at Milwaukee are 5,000,000 tons annually?

—that Milwaukee is one of the largest clover seed markets in the United States?

—that Milwaukee is the second largest primary oats market in the United States?

—that ocean steamers sail from Milwaukee direct to the ports of Europe?

—that 50% of the grain received in Milwaukee is consumed or ground here by the mills?

These are just a few of the many pertinent facts that combine to make Milwaukee the logical market for your grain shipments.

*A line to any of the Chamber of Commerce Members shown here will be the means of your getting more information about this market*

Bush Grain Co.

Kellogg Seed Co.

Lamson Bros. & Co.

Froedtert Grain & Malting Co.

Blanchard Grain Co.

Flanley Grain Co.

E. P. Bacon Co.

Taylor & Bournique Co.

W. M. Bell Co.

Henry Rang & Co.

Runkel & Dadmum

Cargill Grain Co.

Donahue-Stratton Co.

Franke Grain Co.

Milwaukee Grain Commission Co.

# MILWAUKEE



## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

### AMARILLO, TEXAS.

Early Grain & Elevator Co., wholesale grain.\*  
Stone & Co., Lester, wholesale grain.\*

### ATCHISON, KANS.

Moore-Lawless Grain Co., consgts., futures, pvt. wires.\*

### ATLANTA, GA.

Commercial Exchange Members.

Haym & Sims, successors to  
Gregg & Son, J., wholesale brokers, grain, hay.\*

### BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., grain receivers, exporters.\*  
Dennis & Co., grain merchants.  
England & Co., Inc., Chas., grain, hay.\*  
Fahey & Co., John T., grain receivers and exporters.\*  
Gill & Fisher, receivers and shippers.\*  
Hammond, Snyder & Co., Inc., receivers, exporters.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Jones & Co., H. C., receivers, shippers, exporters.\*  
Lederer Bros., grain receivers.\*  
Robinson & Jackson, grain commission merchants.\*  
Steen & Bro., E., grain receivers and exporters.\*

### BEAVER, OKLA.

Horne Grain Co., Texas wheat, barley, milo.

### BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage commission.\*

### BUFFALO, N. Y.

Corn Exchange Members.

Armour Grain Co., grain merchants.\*  
Burns Bros. Grain Corp., grain commission.\*  
Churchill Grain & Seed Co., receivers, shippers.\*  
Davis, Inc., A. C., grain.\*  
Doorty-Ellsworth Co., Inc., brokerage commission.\*  
Electric Grain Elevator Co., consignments.\*  
Harold, A. W., grain, barley a specialty.\*  
Lewis Grain Corp., receivers & shippers.\*  
McConnell Grain Corporation, commission merchants.\*  
McKillen, Inc., J. G., receivers and shippers.\*  
Pratt & Co., receivers, shippers of grain.\*  
Ratcliffe, S. M., commission merchant.\*  
Seymour-Wood Grain Co., consignments.\*  
Sunset Grain & Feed Co., grain & feed.\*  
Taylor & Bournville Co., grain merchants.\*  
Traders & Producers Supply Co., millfeeds a specialty.\*  
Townsend Ward Co., The, consignments.\*  
Watkins Grain Co., consignments.\*  
Whitney & Gibson, consignments.\*

### CAIRO, ILL.

Board of Trade Members.

Cairo Grain Commission Co., consignments.\*  
Halliday Elevator Co., grain dealers.\*  
Lynch Grain Co., grain dealers.\*  
Thistlewood & Co., grain and hay.\*

### CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.\*  
Gifford Grain Co., grain and grain products.\*  
King Wilder Grain Co., grain shippers.\*  
Murrel Grain Co., Ray, receivers and shippers.\*

### CHATTANOOGA, TENN.

Chattanooga Feed Co., mfrs. feed: shprs. gr., hay, feed.

### CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission merchants.\*  
Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commission merchants.\*  
Bartlett-Frazier Co., grain merchants.\*  
Brennan & Co., John E., grain commission merchants.\*  
Carhart Code Harwood Co., grain commission.\*  
Dole & Co., J. H., grain and seeds.\*

\*Member Grain Dealers National Association.  
Freeman & Co., Henry H., grain, hay, straw.  
Gerstenberg & Co., commission merchants.\*

### CHICAGO, ILL., (Continued).

Harris, Winthrop & Co., grain commission.\*  
Hitch & Carder, commission merchants.\*  
Holt & Co., Lowell, commission, grain and seeds.  
Lamson Bros. & Co., consignments solicited.\*  
Leland & Co., E. F., grain and seeds.\*  
McKenna & Dickey, commission merchants.\*  
Mumford & Co., W. R., grain, hay, millstuffs.\*  
Norris Grain Co., grain merchants.\*  
Pope & Eckhardt Co., grain and seeds.\*  
Requa Bros., wheat a specialty.  
Rosenbaum Brothers, grain merchants.\*  
Rosenbaum Grain Co., J., commission merchants.\*  
Rumsey & Co., grain commission.\*  
Sawyers Grain Co., consignments.\*  
Schiffin & Co., P. H., commission.\*  
Shaffer Grain Co., J. C., grain merchants.\*  
Somers, Jones & Co., grain and field seeds.\*  
Uplide Grain Co., consignments.\*

### CINCINNATI, O.

Grain & Hay Exchange Members.

Early & Daniel Co., grain, hay, feed.\*  
Gale Grain Co., The A. C., receivers & shippers.\*

### CLEVELAND, O.

Grain & Hay Exchange Members.

Bailey, E. I., grain and millfeed.\*  
Cleveland Grain & Milling Co., The, receivers & shprs.\*  
Gates Elevator Co., The, receivers and shippers.\*  
Sheets Elevator Co., The, grain, hay, straw.\*  
Shepard, Clark & Co., grain merchants.\*  
Strauss & Co., H. M., receivers, shippers hay & grain.\*

### CLOVIS, N. MEX.

Western Elevator Co., The, receivers-shprs., hqtrs. kafir-milo.\*

### COLUMBUS, OHIO.

Smith-Sayles Grain Co., The, buyers and shippers.\*

### DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.\*

### DECATUR, ALA.

Lyle-Taylor Grain Co., whole, grain, hay, feeds.

### DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.\*

### DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.\*  
Conley-Ross Grain Co., The, grain and beans.\*  
Crescent Flour Mills Co., The, merchant millers.\*  
Denver Elevator, wholesale grain, flour, millfeed.\*  
Gallagher Grain Co., grain merchants.\*  
Kellogg Grain Co., O. M., receivers and shippers.\*  
McCaull-Dunsmore Co., wholesaler and commission.\*  
Moore-Lawless Grain Co., private wires to all markets.\*  
Phelps Grain Co., T. D., wholesale grain.\*  
Rocky Mountain Grain Co., export and domestic grain.\*  
Summit Grain Co., wheat, corn, oats, rye, barley.\*

### DES MOINES, IOWA.

Board of Trade Members.

Des Moines Elevator & Gr. Co., oats a specialty.  
Iowa Corn Products Co., receivers and shippers.  
Marshall Hall Grain Co., grain commission.\*  
Taylor & Patton Co., corn and oats.\*

### DETROIT, MICH.

Board of Trade Members.

Dumont, Roberts & Co., receivers, shippers.\*  
Huston, C. R., grain and hay.\*  
Lapham & Co., J. S., receivers & shippers.\*  
Lichterberg & Son, oats, corn, hay, straw.\*  
Simmons & Co., F. J., grain and hay.\*  
Swift Grain Co., consign or ask for bid.\*

### FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., merchants—commission, consignments.\*  
Transit Grain & Com. Co., consignments, brokerage.\*

### GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.\*

### GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

### HAMBURG, IOWA.

Sullivan & McBride S. & G. Co., red cob fodder corn.

### HASTINGS, NEBR.

Koshler-Twiddle Elevator Co., grain dealers.\*

### HATTIESBURG, MISS.

Merchants Grocery Co., whole. grocers, grain, fd., dr.

### HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.\*  
Rothschild Co., S., grain, c/s products, rice b/p.\*

### HUTCHINSON, KANS.

Board of Trade Members.

Central Grain Co., The, buyers for mills.  
Farmers Co-op. Com. Co., commission merchants.  
Goffe & Carkner, private wire.\*  
Hayes Grain Co., John, grain merchants.  
Hutchinson Grain Co., grain merchants.\*  
Midwest Grain Co., The, shippers.  
Producers Grain Co., The, milling wheat.\*  
Southwest Grain Co., receivers and shippers.  
Union Grain Co., grain merchants.\*  
Vanderslice-Lynds Co., grain commission merchants.

### INDIANAPOLIS, IND.

Board of Trade Members.

Anderson & Mercer, grain commission & consignments.\*  
Boyd Grain Co., Bert A., strictly brokerage & com.\*  
Cleveland Grain & Milling Co., grain commission.  
Hayward-Rich Grain Co., grain commission.\*  
Hill Grain Co., The, grain merchants.\*  
Steinhart Grain Co., commission and brokerage.\*  
Witt, Frank A., grain commission and brokerage.\*

### JACKSON, MICH.

Bartlett & Co., J. E., salvage grain buyers & sellers.  
Wagner-White Co., track buyers-sellers, grain-feed.

### JACKSON, MISS.

Royal Feed & Mfg. Co., mixed feed mfrs.

### KANSAS CITY, MO.

Board of Trade Members.

Christopher & Co., B. C., kafir, feterita, milo.\*  
Croysdale Grain Co., commission merchants.  
Davis Grain Co., A. C., grain commission.  
Denton Kuhn Grain Co., consignments.\*  
Ernst Davis Grain Co., commissions.\*  
Federal Grain Co., receivers, shippers.\*  
Frisco Elevators Co., grain merchants.\*  
Goffe & Carkner, grain commission.\*  
Hall-Baker Grain Co., consignments.\*  
Lichtig & Co., H., kafir, milo, screenings.  
Logan Bros. Grain Co., receivers and shippers.\*  
McCoy-Thomas Grain Co., consignments-futures.\*  
Miller Grain Co., S. H., consignments.\*  
Moore-Lawless Grain Co., grain receivers.\*  
Moore-Seaver Grain Co., grain receivers.\*  
Norris Grain Co., grain merchants and exporters.\*  
Roehen Grain Co., E. E., consignments.\*  
Root Grain Co., consignments and futures.\*  
Scouler Bishop Grain Co., receivers and shippers.\*  
Shannon Grain Co., consignments.\*  
Simonds, Shields, Lonsdale Grain Co., grain.\*  
Smith-Weekes Bkg. Co., grain broker.  
Thresher Grain Co., R. J., grain commission.\*  
Wilser Grain Co., consignments.\*

### LAWRENCE, KANS.

Underwood & Sons, J., grain, feed, seeds.

### LAWTON, OKLA.

Western Grain Co., hay, grain, seeds, mill pdts.

### LIBERAL, KANS.

Vickers Grain & Seed Co., grain and field seeds.

### LINCOLN, NEBR.

Grain Exchange Members.

Lincoln Grain Co., grain merchants.\*

### LITTLE ROCK, ARK.

Grain Exchange Members.

Caple & Stockton, hay, grain, feed.  
Gordy Co., C. L., grain brok., hay, grain, mill feed.\*

(Continued on next page.)



# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

## LOUISVILLE, KY.

### Board of Trade Members.

Bingham-Hewett Gr. Co., receivers-shippers of grain.\*  
Callahan & Sons, receivers and shippers of grain.\*  
Kentucky Public Elevator Co., storers and shippers.\*  
Verhoeft & Co., H., receivers and shippers.\*  
Zorn & Co., S., receivers and shippers.\*

## LYNCHBURG, VA.

Moon-Taylor Co. grain and hay brokers.

## M'KINNEY, TEXAS.

Reinhart & Company, wheat, corn, oats, maize.\*

## MEMPHIS, TENN.

### Merchants Exchange Members.

Davis & Andrews Co., grain, mixed feed.\*

## MILWAUKEE, WIS.

### Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.\*  
Bell Co., W. M., commission merchants.\*  
Blanchard Grain Co., "Always Dependable."\*  
Bush Grain Co., grain merchants.  
Cargill Grain Co., grain and seeds.  
Donahue-Stratton Co., dlrs. grain and feed.\*  
Flanley Grain Co., consignments solicited.  
Franklin Grain Co., feeds, grain, hay.  
Fraser-Smith Co., commission merchants.  
Froedtert Gr. & Mailing Co., grain commission.  
Kamm Co., P. C., grain shippers.\*  
Lamson Bros. & Co., grain commission.  
Milwaukee Grain Commission Co., grain commission.\*  
Rang & Co., Henry, commission merchants.  
Runkel & Dadmun, grain commission merchants.\*  
Taylor & Bournique Co., grain merchants.\*  
Updike Grain Co., consignments solicited.\*

## MERIDIAN, MISS.

### Board of Trade Members.

Lyon & Co., A. J. whlse. gro., grain, feed.  
Threefoot Bros. & Co., whlse. grain, feed, flr., gro.\*

## MIDDLEPOINT, OHIO.

Pollock Grain Co., grain, hay, straw, ear corn.

## MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.\*

## MINNEAPOLIS, MINN.

### Chamber of Commerce Members.

Cargill Commission Co., grain commission.\*  
Cereal Grading Co., grain merchants.\*  
Hankinson & Co., H. L., grain commission.\*  
Malmquist & Co., C. A., receivers & shippers.\*  
Marfield Grain Co., grain commission.\*  
McNeill Dinsmore Co., consignments solicited.\*  
Seidl, Frank J., all grains and feeds.\*  
Sheffield Elevator Co., shippers of grain.\*  
Sterling Grain Co., receivers and shippers, all grains.\*  
Van Dusen-Harrington Co., grain merchants.\*

## NASHVILLE, TENN.

### Grain Exchange Members.

Allfeed Milling Co., feed manufacturers.  
Tyner & Co., John A., receivers and shippers.\*

## NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, potatoes.

## NEW ORLEANS, LA.

### Board of Trade Members.

Anderson & Jackson, Inc., exporters of grain.\*  
Fox Co., C. B., exporters.\*  
Nathan, Edw., succr. to Nathan & Fettis, fwdg. agt.\*

## NEW YORK CITY.

### Produce Exchange Members.

Jones & Co., M. B., buyers—quote us.\*  
Knight & Company, commission merchants.\*  
Muller & Co., Inc., W. H., recvrs., buyers, exporters.\*  
Therrien, A. F., broker.

## NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.

## OKLAHOMA CITY, OKLA.

### Grain Exchange Members.

Cherokee Grain Co., grain merchants.\*  
Lang Grain Co., J. H., prompt and efficient service.\*  
Marshall Grain Co., grain, feed, seeds.\*  
Moore, George L., grain merchant.  
Okla. City M. & E. Co., grain merchants, millers.\*  
Perkins Grain Co., W. L., brokers.\*

## OKLAHOMA CITY, OKLA., (Continued).

Scannell-Winters Grain Co., grain and feed.\*  
Stinnett Grain Co., grain merchants.\*  
Stowers Grain Co., W. E., commission merchants.\*  
Vandenburgh, Jesse, milling wheat.\*  
Vandever Grain Co., wholesale grain.  
White Grain Co.\*

## OMAHA, NEBR.

### Grain Exchange Members.

Butler Welsh Grain Co., grain merchants.\*  
Crowell Elevator Co., receivers, shippers.\*  
Holmquist Elevator Co., receivers and shippers.\*  
Maney Grain Co., The, consignments.\*  
Roberts Grain Co., Geo. A., grain merchants.\*  
Stockham Grain Co., E., commission merchants.\*  
Trans-Mississippi Grain Co., receivers and shippers.\*  
United Grain Co., grain commission.  
Updike Grain Co., consignments.\*

## OTTAWA, KANS.

Ross Milling Co., The, millers, hard wheat flour.

## PAMPA, TEXAS.

McMurtry Grain Co., L. C., wheat, kafir, milo.\*

## PEORIA, ILL.

### Board of Trade Members.

Bartlett Co., S. C., grain commission.  
Bowen Grain Co., H. D., receivers & shippers.  
Cole Grain Co., Geo. W., receivers and shippers.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., C. H., grain commission.\*  
Harrison, Ward & Co., receivers & shippers.\*  
Lake Grain Co., grain commission.\*  
McFadden & Co., G. C., consignments.\*  
Miles, P. B. & C. C., grain commission.\*  
Mueller Grain Co., receivers and shippers.\*  
Turner Hudnut Co., receivers and shippers.\*  
Tyng Grain Company, receivers and shippers.\*

## PHILADELPHIA, PA.

### Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.\*  
Dunwoody Co., Ezl., flour, grain, feed.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Geo. M., grain and feeds.\*  
Rogers & Co., E. L., hay, straw, grain, feed.\*  
Stites, A. Judson, grain and millfeed.\*

## PITTSBURGH, PA.

### Members Grain and Hay Exchange.

Allen & Co., H. S., grain and hay.\*  
Burson Grain Co., C. G., recvrs., shprs.-commission.\*  
Elwood & Co., R. D., hay and grain.\*  
Foster Co., O. A., grain merchants.  
Geidel & Leubin, grain and hay.  
Hardman & Daker, grain, hay, millfeed.\*  
Harper Grain Co., corn a specialty.\*  
Heck & Co., W. F., grain, hay, millfeed.\*  
McCague, Ltd., R. S., grain, hay.\*  
Rogers & Co., Geo. E., grain and hay.\*  
Smith & Co., J. W., grain merchants.\*  
Stewart & Co., Jesse C., grain and mill feed.\*  
Walton Co., Samuel, grain and hay.\*

## PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

## PUEBLO, COLO.

McClelland Mct'l I. & R. Co., grain, hay and feed.\*

## RICHMOND, VA.

### Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

## ROCHESTER, N. Y.

Dalley Bros., Inc., receivers and shippers.\*

## SAGINAW, MICH.

Saginaw Milling Co., flour, feed, hay, grain.\*

## SALINA, KANS.

### Board of Trade Members.

Bossemeyer Grain Co., The Paul, grain merchants.\*  
Freeman-Faith Grain Co., receivers and shippers.  
Hayes Grain Co., Always in the market.  
Richter Grain Co., wheat, coarse grains & millfeed.\*  
Rickel, E. L., grain receiver and shipper.  
Service Grain Co., grain, feed, grain products.\*  
Weber Flour Mills Corp., millers, exporters, grain dlrs.\*

## SALT LAKE CITY, UTAH.

Utah-Idaho Bkg. Co., whlse. grain, hay, flour, feed.\* Goodrich Bros. Hay & Grain Co., whlrs. gr. and seeds.\*

## ST. JOSEPH, MO.

### Grain Exchange Members.

Button-Simmons Grain Co., grain commission.\*  
Gordon Grain Co., grain commission.\*  
Marshall Hall Grain Co., consignments solicited.\*  
Washer Grain Co., W. S., consignments.\*  
Yancey Grain Co., commission merchants.\*

## SAN ANTONIO, TEXAS

King, Douglas W., wheat, corn-brok., Texas R. Oats.\*

## ST. LOUIS, MO.

### Merchants Exchange Members.

Annan Burg G. & M. Co., flour, grain, millfeed.\*  
Dreyer Commission Co., feedstuffs, grain, seeds.\*  
Graham & Martin Grain Co., grain commission.\*  
Marshall Hall Grain Co., grain commissions.\*  
Langenberg Bros. Grain Co., grain commission.\*  
Morton & Co., grain commission.\*  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Com. Co., grain and grass seed.\*  
Turner Grain Co., grain commission.\*

## SIOUX CITY, IOWA.

### Board of Trade Members.

Button Co., L. C., grain commission.\*  
McCaull Dinsmore Co., commission.\*  
Terminal Grain Corp., receivers & shippers.\*  
Western Terminal Elevator Co., receivers and shippers.\*

## SIOUX FALLS, S. D.

Burke Grain Co., grain merchants.

## SUPERIOR, NEBR.

Bossemeyer Bros. Terminal Elevator.\*  
Elliott & Myers, grain merchants.\*  
Superior Terminal Elevtr. Co., grain, corn products.

## TOLEDO, OHIO.

### Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.\*  
King & Co., C. A., grain and seeds.\*  
Morehouse & Co., wholesale grain and seeds.  
Southworth & Co., grain and seeds.\*  
Wickenhiser & Co., John, grain receivers, shippers.\*  
Young Grain Co., grain.\*

## TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.\*  
Golden Belt Grain & Elevtr. Co., The, recvrs. & shprs.\*  
Topeka Grain Co., wheat, corn, oats, mill & ctn. feed.\*

## TULIA, TEXAS.

Cowan Grain Co., W. C., wheat, oats, maize, kafir.\*

## WASHINGTON, D. C.

Wilkins-Rogers Mfg. Co., Inc., receivers and shippers.\*

## WICHITA, KANS.

### Board of Trade Members.

Baker-Evans Grain Co., milling and export wheat.\*  
Beyer Grain Co., consignments and mill orders.\*  
Blood Grain Co., I. H., consignments, mill orders.\*  
Clark Grain Co., C. M., all kinds grain and feed.\*  
Craig Grain Co., J. W., consignments and mill orders.\*  
Hipple Grain Co., consignments.  
Kansas Flour Mills Co., receivers and shippers.  
Kramer Grain Co., receivers and shippers.\*  
Linton-Christy Grain Co., strictly brokerage & comm.\*  
Norris Grain Co., exporters.  
Raymond Grain Co., consignments.\*  
Simonds-Shields-Lonsdale Gr. Co., exporters.  
Smith-McLinden Grain Co., milling and export wheat.  
Southern Grain Co., exporters.  
Stevens-Scott Grain Co., receivers and shippers.\*  
Strong Trading Co., wholesale grain and feed.\*  
Terminal Elevators, exporters.  
Wallingford Bros., receivers and shippers.\*  
Wichita Flour Mills Co., millers and grain merchants.  
Wichita Grain Co., receivers and shippers.\*  
Wichita Terminal Elev. Co., general elevator business.\*

## WICHITA FALLS, TEXAS.

## WINCHESTER, IND.



## Baltimore Chamber of Commerce

To the Grain Trade:

The recent destruction by fire of the Baltimore and Ohio Railroad Elevators in this city is regrettable, but it will not impair the ability of Baltimore's grain merchants to handle, as in previous years, all grain coming to this market.

The Baltimore & Ohio Railroad has made arrangements with the Western Maryland Railroad to receive, at a near junction point, all cars of export grain arriving over its line, and handle same at the export terminals of the Western Maryland Railroad Company.

The local elevator of the Baltimore & Ohio Railroad, at Mt. Clare, is operating as formerly.

The Western Maryland Railroad has just completed additional storage tanks at its export elevator, thereby adding to its capacity 1,800,000 bushels, and contemplates the erection, in the near future, of tanks having an additional capacity of 2,000,000 bushels, which, when completed, will give that railroad a total export elevator capacity of upwards of 6,000,000 bushels of grain.

The Pennsylvania Railroad has now under construction at its new modern export elevator, and rapidly nearing completion, additional storage tanks which will add 1,325,000 bushels capacity to that elevator. Therefore, *the export elevator capacity at this port is now quite equal to that of former years.*

The management of the Baltimore & Ohio Railroad has given assurance of the replacing, with reasonable promptness, its destroyed elevators with a thoroughly modern equipped elevator, the completion of which will further add to the facilities of this port and increase the grain storage capacity. With ample storage facilities for the three Trunk Lines which serve the port of Baltimore, there will be no interruption of business, and with the further increase of these facilities by the erection of a new elevator by the Baltimore & Ohio Railroad, there should be a feeling of confidence that this market's reputation for efficiency will be fully maintained at present; also in the future.

Joseph G. Reynolds,  
President

James B. Hessong,  
Secretary

Baltimore, July 10th, 1922.



# HUTCHINSON

is the best place to buy and to sell hard winter wheat—that premier of all bread-flour grains.

Consignments to the Hutchinson market produce gratifying returns for those shippers who are located in the territory Hutchinson serves; while millers' buying orders yield supplies that make the customer come back for "another sack of that good flour."

Use Hutchinson—whether you buy or sell. Any of these members of the Board of Trade will serve you:

*Southwest Grain Co.  
John Hayes Grain Co.  
Hutchinson Grain Co.  
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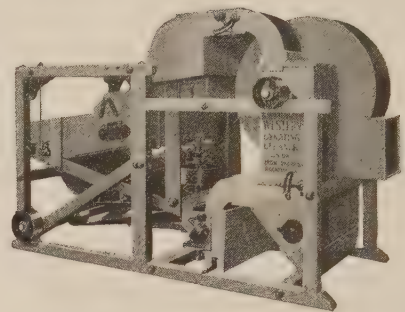
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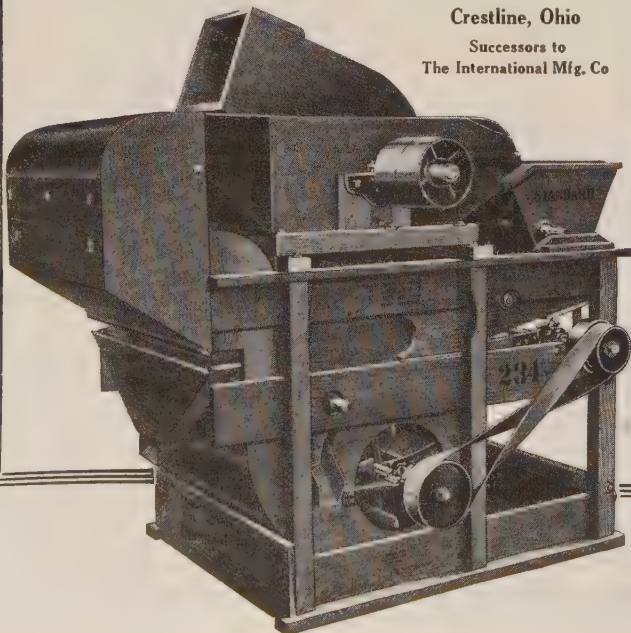
Our line comprises machines suitable for cleaning any kind of grain or seed.

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**THE BURCH PLOW WORKS CO.**

Crestline, Ohio

Successors to  
The International Mfg. Co



## Radio Telephone Market Quotations

together with concerts and lectures are being broadcasted from nearly every large city.

Reasonable deliveries can be made on orders placed now.

Know with whom you are dealing. Ask any Board of Trade firm about us.

## THE NASH-ODELL CO.

(Formerly Charles A. Nash, Inc.)

Franklin 1085 172 N. Franklin St. Chicago, Ill.

## Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers. Some dealers record oats receipts in front and corn receipts in the back of book; others use a separate book for each kind of grain.

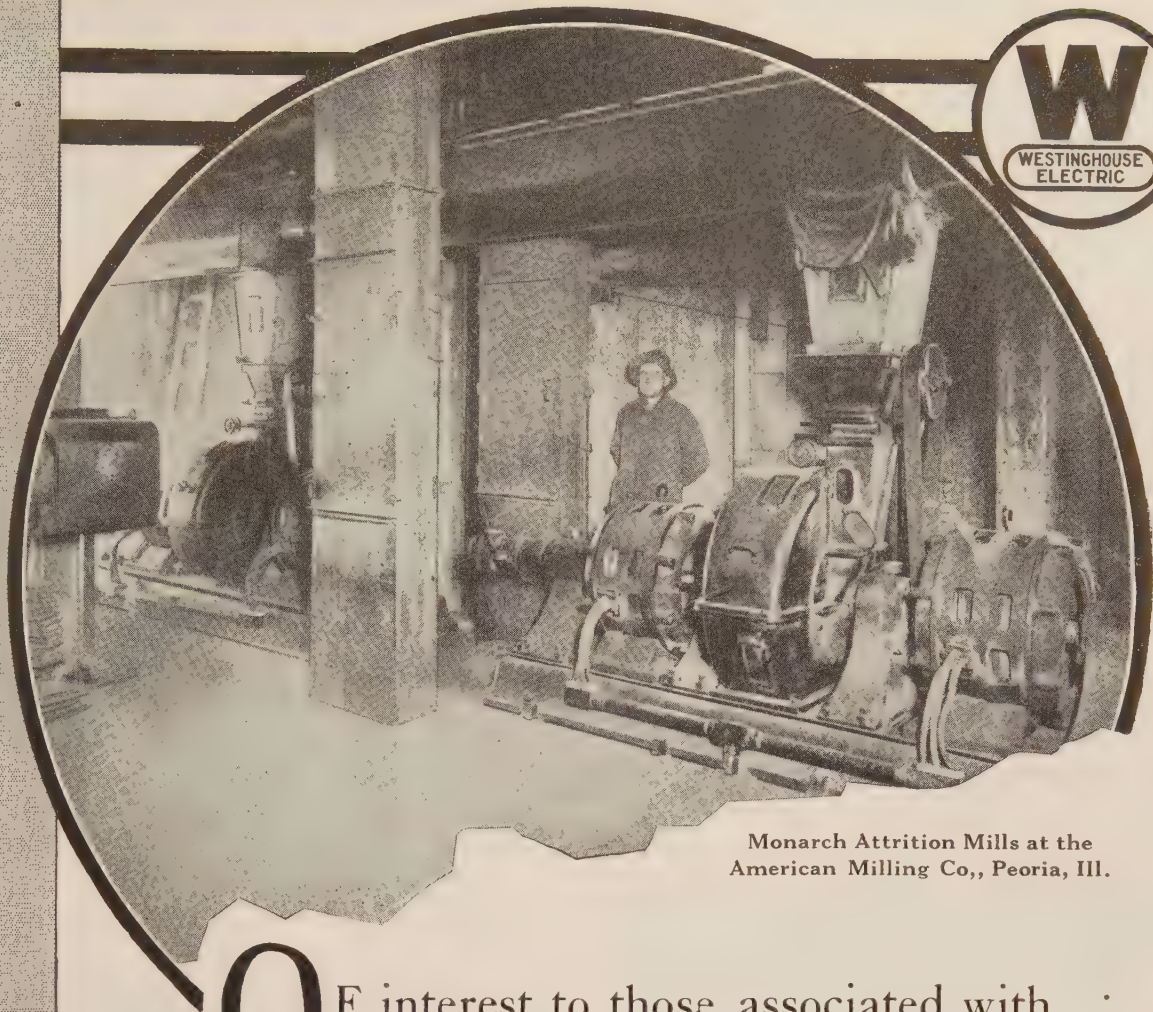
Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$2.75

**GRAIN DEALERS JOURNAL**

309 South La Salle St., CHICAGO, ILL.





Monarch Attrition Mills at the American Milling Co., Peoria, Ill.

**O**F interest to those associated with the milling industry is the fact that Westinghouse motors and control are standard equipment for Monarch Attrition Mills.

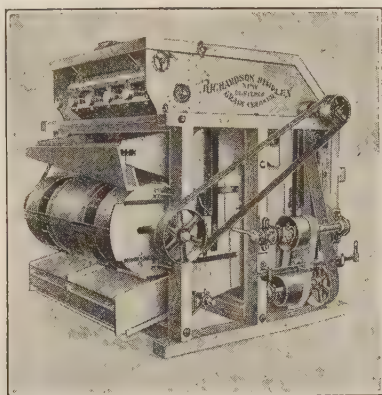
The Sprout-Waldron and Company, manufacturing these mills, is another of the many manufacturing plants recognizing the superiority of Westinghouse apparatus.

WESTINGHOUSE ELECTRIC & MANUFACTURING COMPANY  
East Pittsburgh, Pa.

Sales Offices in All Principal American Cities

# Westinghouse



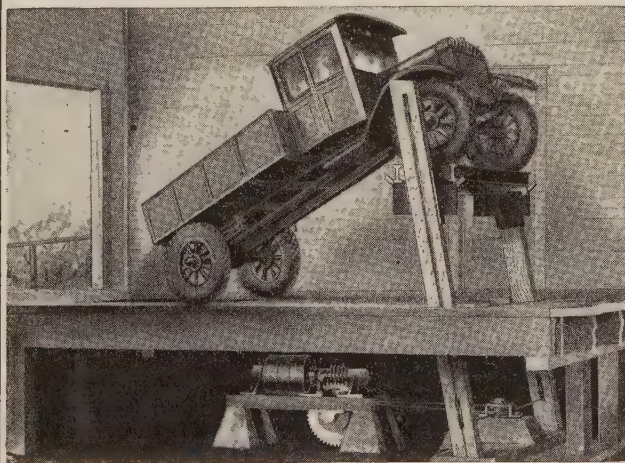


**This 1922 Model  
Simplex Cleaner and Separator  
Is the Latest Marvel in a Grain Cleaner**

**GUARANTEE**

Most substantially constructed.  
Most adaptable—most efficient.  
Largest capacity—is Dustless.

Embodies many exclusive and decidedly efficient features not found on any other cleaner. See the Simplex in operation reducing 12 to 15% dockage for oats and seeds down to less than 2% at 800 to 1000 bushels per hour and you would have no other.



**Richardson Auto Truck  
and Wagon Dump**

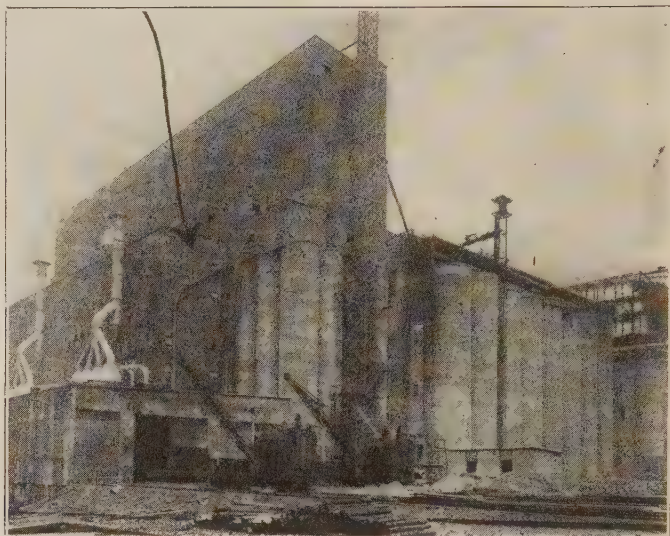
Easily and cheaply installed.  
Simple and substantially constructed.  
No delicate or complicated working parts.  
No locking or chaining of front or rear wheels.  
Operated and controlled by single lever or switch.  
No compressed air system to give trouble.  
No pits to dig or expensive foundations to build.  
Absolutely dependable and self-locking at any point at which the hoisting cradle may be raised.  
Requires very little power.  
Gears run in oil.

WILL FIT YOUR PRESENT SCALE.

**SATISFACTION GUARANTEED  
OR YOUR MONEY REFUNDED**

**Richardson Grain Separator Co.**  
MINNEAPOLIS WINNIPEG

# HESS DRIER



**CALUMET ELEVATOR**

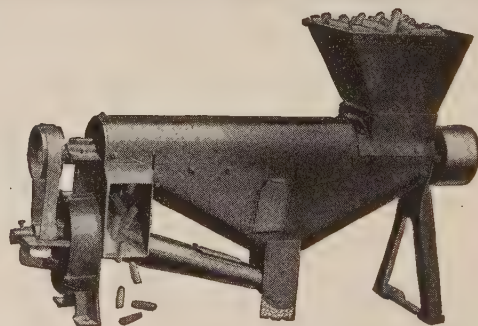
Chicago and Northwestern Railway Co., South Chicago

**Operated by Armour Grain Co.  
now has a new Hess Drier  
bigger than ever**

**THIS IS THE LARGEST GRAIN DRYING PLANT IN THE WORLD**

HESS Driers are made in all sizes for  
terminal, export and country elevators

**HESS WARMING & VENTILATING CO.**  
907 Tacoma Bldg. CHICAGO, ILL.



Style A Triumph Corn Sheller

**A GOOD SHELLER  
OF MODERATE CAPACITY**

If you can use a Sheller that will properly shell 75 bushels of corn an hour; and if you want a good simple machine, you'll get just the sheller you ought to have in a Triumph.

Thousands of Triumph Shellers are at work in moderate sized mills and elevators both in this country and abroad, and every one of them is shelling corn properly and producing its share of profits.

We'll be glad to send you a copy of our new corn sheller circular. Just send us a postal or a letter asking for it.

**THE C. O. BARTLETT & SNOW CO.**  
Main Office and Works: Cleveland, Ohio



# Will you get your share?

No farmer wants to waste time dumping his grain at your elevator. And he *won't* take chances with an expensive truck on a "rickety" dump. A good truck lift is a *necessity*.

If your competitors have lifts, and you don't, you must install one to *hold* your business. If they haven't one, and you have, you are sure to get some of their business.

## Kewanee <sup>All Steel</sup> Truck Lift

All-Steel—Roller Bearing—Lasts Forever

Price \$335<sup>00</sup> Installation costs on average jobs (exclusive of dump scales) 10 to 15%

### Kewanee Renewable Bottom Spout



No need to discard entire spouts or sections because of small holes. Use a Kewanee Renewable Bottom Spout and when the bottom wears simply slip in a new one. A Kewanee spout costs about 10% more than ordinary spouts—but it outwears a half dozen of them.

Your Elevator Contractor sells them—or direct from us.

Your Kewanee will pay for itself this year. Future savings will be "velvet." Better wire us to reserve one for you. Sold and installed by most all reliable elevator contractors.

### Kewanee Implement Co.

Kewanee, Illinois

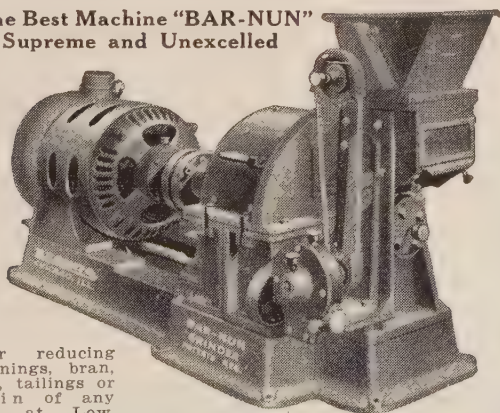
Southwestern Distributors:

Fairbanks, Morse & Co., Kansas City, Mo.

## Equipment You Can Rely on for Maximum Output of a Uniform High Quality Product Of Greater Sales Value, With Less Waste and Lower Over-Head Expense

### Improved Bar-Nun Grinder

The Best Machine "BAR-NUN"  
Supreme and Unexcelled



For reducing screenings, bran, hulls, tailings or grain of any kind at Low Cost Per Ton; delivers a product uniformly and evenly ground to any degree of fineness in one operation, soft in texture, suitable for molasses and dairy feed.

### Originators and Sole Owners "Le Page" Patent Corrugation

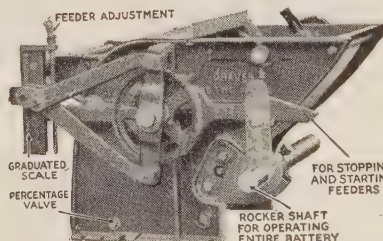
Will Make  
96%  
Cracked  
Corn



With Only  
4%  
Feed  
Meal

Cuts every kernel, sharp, clean and uniform, producing a product attractive in appearance and of high sales value.

### Draver Wing Type Feeder



### Adjustable, Accurate

Regulating the flow of Grains, Feed and Flour. Feeders built for operating singly or in batteries with or without percentage valve, driven with one belt and one adjustment controls the output.

Write for folders giving complete information on construction, installation, capacity and prices.

439-51 South  
Clinton Street

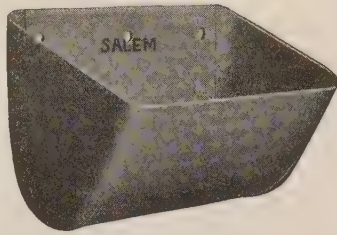
# B.F. GUMP Co.

50th Year-1872-1922

CHICAGO,  
ILLINOIS



## Salem Elevator Buckets



We are the manufacturers of the original Salem elevator bucket which is used for handling all classes of materials in many different industries.

This type of bucket is of one piece construction with rounded contour throughout, smooth in form, durable in service and clean in handling and delivery of materials.

There are no seams in front nor on the ends, the laps being made on the back and bottom at the ends. On the back the laps are riveted or spot welded; on the bottom the end pieces are bent under and hammered tight.

The widest range of service is covered by a very full line of regular types and sizes and made in various gauges of steel, from the lightest practical for ordinary work to the heaviest necessary for the most severe duty.

Write for new price list.

### THE WEBSTER MFG. COMPANY

4500-4560 CORTLAND ST. CHICAGO

Factories-Tiffin, O. Michigan City, IND. and Chicago-Sales Offices in Principal Cities



## The Acme Testing Controller

Indispensable to every shipper and handler of grain. Hundreds in daily use. Stops all guesswork. Enables you to get an absolute test weight on all grain, thereby removing the element of doubt. Conforms to U. S. Standards. Trouble that has existed at country points in the past over test weights can be entirely eliminated by shippers adopting this device.

Simple, Durable, Efficient, Inexpensive

Write for One Today

Price \$2.25 delivered anywhere in U. S. **THE ACME COMPANY**  
819 Chamber of Commerce Minneapolis, Minn.

## FABRICATED STEEL PRODUCTS

We specialize on FABRICATED STEEL PRODUCTS and are equipped to furnish steel plate products such as tanks, hoppers, stacks, conveyors, chutes, pipe, elevator legs, coal mine equipment, cement and concrete sheet steel forms promptly. Let us estimate on your requirements.

## Corrugated Sheets Erected

We are specialists in furnishing and erecting ROOFING & SIDING of galvanized, painted or zinc sheets, corrugated or formed. Our mechanics are experts—they know how. Let us figure on your erection, no matter where located.

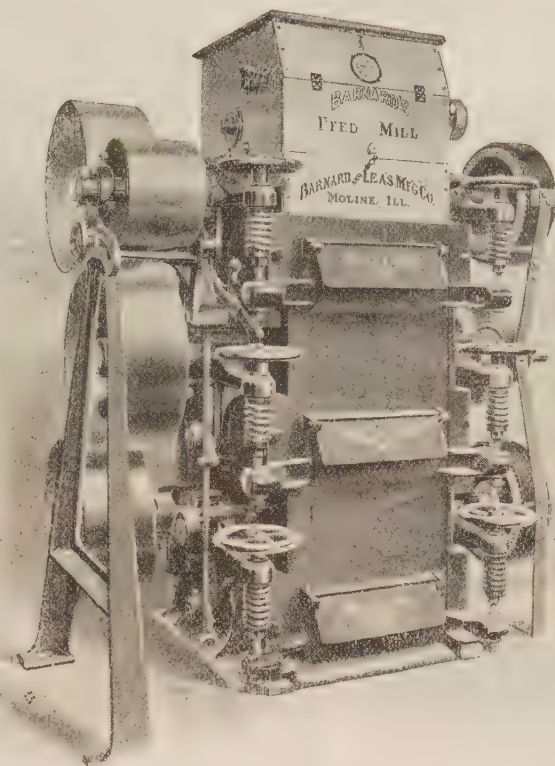
*Our complete stock of galvanized, black, blue annealed sheet steel and zinc enable us to give immediate attention to all orders and inquiries received.*

### The Sykes Company

930 West 19th Place

Chicago, Ill.





## Barnard's Six-Roller Feed Mill

Especially adapted for grinding feed, table corn meal, pearl meal, linseed meal, rye or barley.

Meets all requirements where large capacity and fine grinding is desired.

Has three gradual roll reductions.

All adjustments are simple and efficient.

Made in seven different sizes, with chain-oiling or ball bearings.

*Write for Catalog M-5 for Prices and Full Details.*



**BARNARD & LEAS MFG. CO.**

**MILL BUILDERS AND  
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.





Photograph reproduced below shows tramp iron taken from grain. Every piece might have meant an explosion or a fire if it had gone to the grinder.



## Stop the tramp iron —before it stops you

**H**OW are you guarding against fires and dust explosions? By carrying insurance? Insurance is all right; it is necessary, *but*—insurance never *stopped* a fire or an explosion.

Dings Magnetic Separators have. They remove every trace of iron from conveyed material—the iron that causes the sparks responsible for a large part of the elevator fires and explosions when it enters crushers and mills.

They offer positive protection from even the smallest fragments of iron—fragments that escape the old type, makeshift horseshoe or permanent magnet.

Magnetic elimination of tramp iron and fragments also prevents breakage of rolls, excessive wearing of grinding surfaces, damage of bolting cloth, and other expensive accidents.

Special separators made expressly for use in mills and elevators are described in a special bulletin. Ask for it.

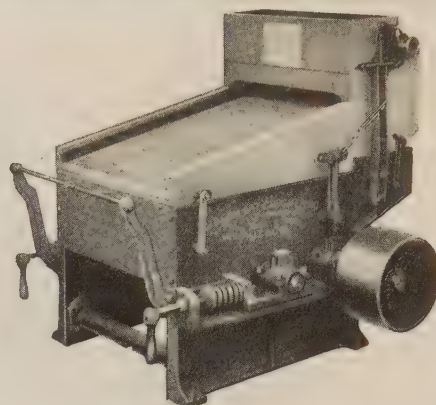
**Dings Magnetic Separator Co.**  
642 Smith Street Milwaukee, Wis.

NEW YORK 52 Vanderbilt Ave.	CLEVELAND 730 Engineers Bldg.	CHICAGO 616 S. Michigan Ave.
RICHMOND 1905 E. Main St.	DENVER 1718 California St.	PITTSBURGH 1522 Oliver Bldg.
DETROIT 805 Hammond Bldg.	EL PASO First National Bank Bldg.	ST. LOUIS 1004 Federal Rsvs. Bldg.

# DINGS

*Magnetic Separator Co. • Specialists in ~*

**Magnetic Separation**



*Three  
Units  
in  
One*

## Feeder-Cleaner-Mill

you get them all in a GIBSON OAT CRUSHER and a GIBSON CORN CRACKER.

Feeder and cleaner are eccentric driven—no belts or pulleys except for the main drive.

**Gibson Oat Crusher Co.**  
Manufacturers

1530 McCormick Bldg. CHICAGO

## BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

**MUCH OF THIS LOSS** can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

**KENNEDY SYSTEM** of car liners prevent leakage in transit and we make car liners for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

**WILL YOU NOT** give us an opportunity to submit full details of our system and the low cost of same? We are confident this would demonstrate to you the efficiency and money saving merits of our proposition.

**THE KENNEDY CAR LINER @ BAG CO.**  
SHELBYVILLE, IND.  
Canadian Factory at Woodstock, Ontario.

## Record of Cars Shipped

This double page form is designed especially for country shippers in keeping a complete record of each car of grain shipped from any station or to any firm, may be kept by themselves under the following column headings: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grade, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

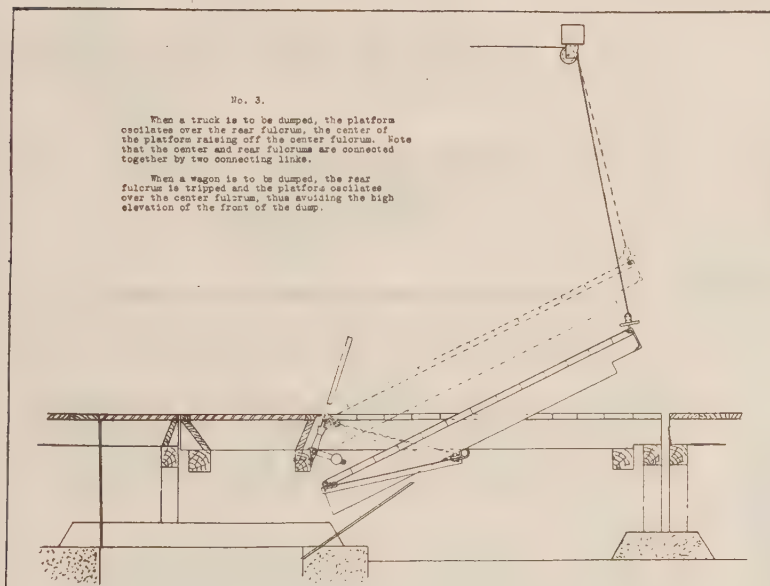
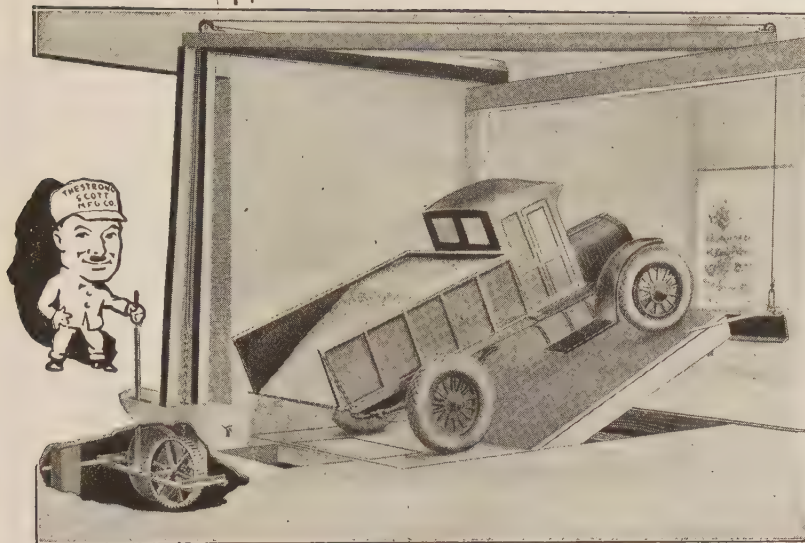
The book is 9½x12 inches, and contains 160 pages of ledger paper 20 lines to each page, and has spaces for recording the foregoing facts regarding 2320 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. Price, \$3.00.

**GRAIN DEALERS JOURNAL**

309 S. La Salle Street, CHICAGO, ILL.





## Compact— Efficient— Durable—

OF course you remember the Arkansas Traveler's story about the farmer with the leaky roof on his house—Said the Traveler, "Why don't you fix that roof?" "Well," replied the farmer, "you see it's been raining here-a-bouts lately and I couldn't fix it in the rain." "Well, why don't you fix it when it don't rain?" Because, when it don't rain, it don't leak."

That's just the point we'd like you to consider right now. There could be no better time than the present for you to install that

## BIRD AUTO-TRUCK DUMP

You **Know** you need a good truck dump but for some unknown reason you're holding off from buying. You can prepare now for the "rainy" day when the rush is on and you wouldn't want to take the time of tying up your unloading platform. So why hesitate now? If it's just a question of finding the right kind, let the hundreds of present satisfied owners of the Bird Auto Truck Dump decide the question for you. The best way we know of to impart to you some of the enthusiastic confidence we, ourselves, have in the Bird Auto Truck Dump, is to give you our guarantee of absolute satisfaction.

## STRONG - SCOTT MFG. CO.

*Everything for Every Mill and Elevator*

Minneapolis, Minn.

Great Falls, Mont.





## The Genuine FAIRBANKS SCALE

*The Name and  
the Price both  
recommend it!*

Quantity production makes these low prices possible. Every Bureau of Weights and Measures passes Fairbanks Scales as "correct." It is truthfully said—"If it's weighed on a Fairbanks there's no argument." This Fairbanks Scale has steel to steel bearings—arrow-tip beam, wide wheels and large platform. The world trade-mark tells you it's the genuine.

### Fairbanks Scales

CHICAGO  
900 So. Wabash Avenue  
NEW YORK  
Broome and LaFayette Sts.  
And forty other principal cities in the U.S.

500 Lb. Size

**\$16<sup>15</sup>**

1000 Lb. Size **\$18<sup>90</sup>**  
Both F.O.B. Factory



## TRANSMISSION MACHINERY

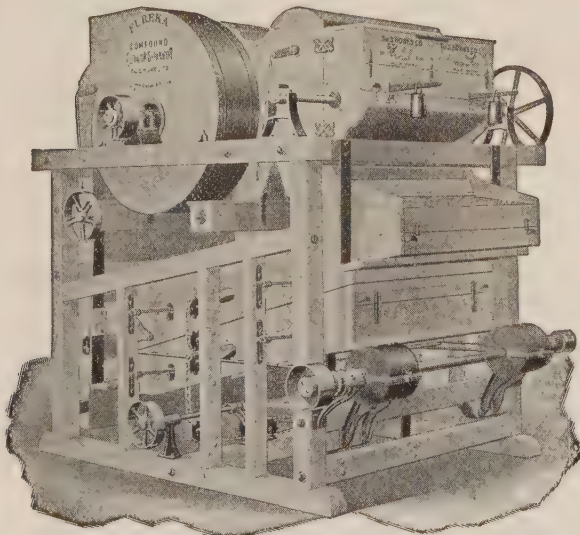
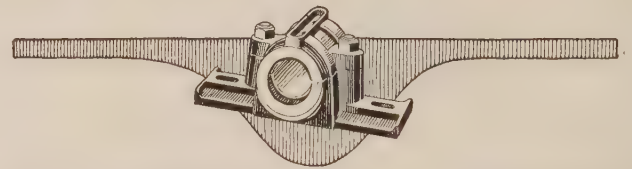
THE Caldwell line is complete. Bearings—heavy, properly designed, and well finished. Pulleys of ample weight and accurately turned. The entire line has achieved outstanding recognition under hard service.

Let us figure on your requirements. Caldwell promptness is traditional. It is at your service. Our stocks assure prompt shipment.

H. W. CALDWELL & SON CO. LINK-BELT COMPANY, OWNER

Chicago, 17th St. and Western Ave. Dallas, Texas, 709 Main St.  
New York, Woolworth Bldg.

## CALDWELL



### "EUREKA"

#### Compound Elevator Separator

With automatic sieve cleaners under both the main and seed screens and with automatic disc-oiling eccentrics.

## It Has As Many Friends As Has A Dollar Bill

Your "Eureka" Compound Elevator Separator plugs right along, year after year, consistently delivering that service--so dependable, so efficient and so cheap, which you hoped for but never received,--until you bought your "Eureka." Now you'll never be content with anything else. And there's thousands of others like you.

*Others who wish to know more  
about "Eurekas" should read  
our Bulletin No. 60.*

## S. HOWES CO., Inc., Eureka Works, Silver Creek, N. Y.



Established 1856

European Branch: 64 MARKLANE, LONDON, ENG.





# What About Your Machinery

—IS IT READY FOR THE NEW CROP?

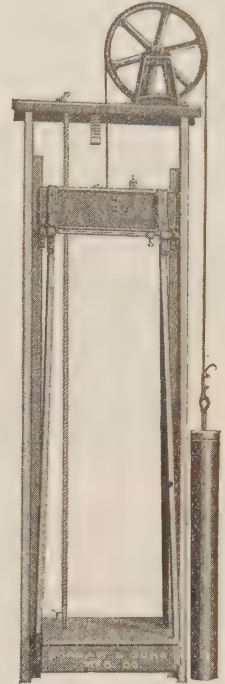
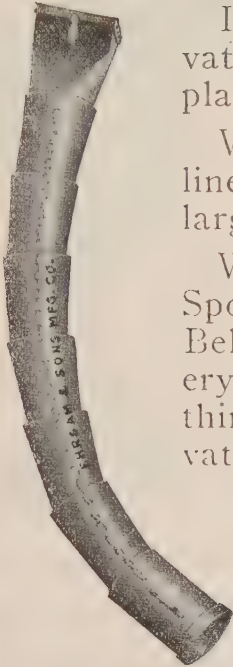
If you are planning on building a new elevator, or enlarging or repairing your present plant, the sooner you do it the better.

We are manufacturers of the most complete line of machinery in the middle west for either large or small elevators.

Write us for prices on Wood or Steel Legging, Spouting, Turnheads, Elevator Cups, Screw or Belt Conveyor, Power Transmission Machinery, Roller Feed Mills, Dumps, Manlifts or anything you need to properly equip your elevator.

Our catalog No. 22 sent on request.

**The J. B. Ehram & Sons Mfg. Co.**  
Enterprise, Kansas



## Dust Collectors



alone do not prevent explosions in Elevators, but

### DAY

Dust Collecting Systems do when properly installed.

**The Day Company**

1006 Lyndale Avenue N.

Minneapolis, Minn.

## "Salem"



### Steel Elevator Buckets

Made from ONE piece of standard gauge steel. Heavily reinforced at back. Riveted and spot welded. Ends overlap sides making a tight, durable and smooth joint. A bucket that will stand up under any kind of service.

We were the **first** to manufacture this type of bucket in the West. We are now making them better than ever.

Complete stock, low priced and ready to ship. We can furnish buckets made from special metals if specified. Write today for new price list.

**STANDARD STEEL WORKS**

16th and Holmes St.

North Kansas City, Mo.



# Protection in a Name

WHEN you buy a Monarch Ball Bearing Attrition Mill you have the definite satisfaction of knowing that you are getting full value for every dollar invested.

The name "Monarch" is a distinct symbol of supremacy. It is the seal by which buyers of feed grinders the world over identify ultimate worth.

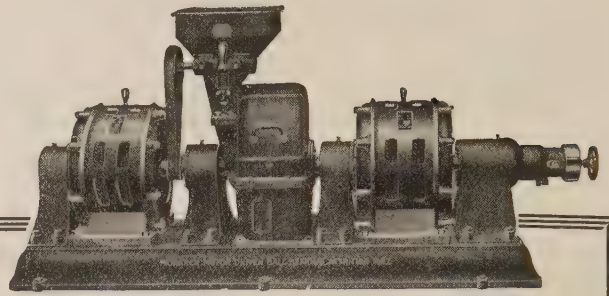
SPROUT, WALDRON & COMPANY, 1202 Sherman St., MUNCY, PENNA.

CHICAGO OFFICE:  
9 So. Clinton St.

The Monarch Mill Builders

KANSAS CITY OFFICE:  
308 New England Bldg.

**MONARCH**  
BALL BEARING  
ATTRITION MILL



So interesting and so convincing are the recorded opinions of Monarch owners that every prospective buyer of an attrition mill should read a few of them, at least. Ask us to mail you a copy of "Monarch Merit in the Eyes of Owners," together with Catalogue D-120.

For elevator and mill supplies we issue a net price catalog. If in the market write us for one.

**WHITE ★ STAR ★ CO.**  
WICHITA, KANSAS

## Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

**H. S. COVER**  
Box 404 South Bend, Ind.



## Shippers

In the Northwest read this page; your "ad" will be read too if you place it here.

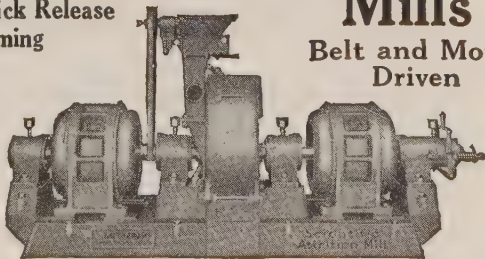
**The Bauer**  
COSTS LESS PER HOUR

Ball Bearings  
Accessible Interior  
Safety Quick Release  
Self-Tramming

**Attrition  
Mills**

Belt and Motor  
Driven

SAVE  
Power  
Time  
Money



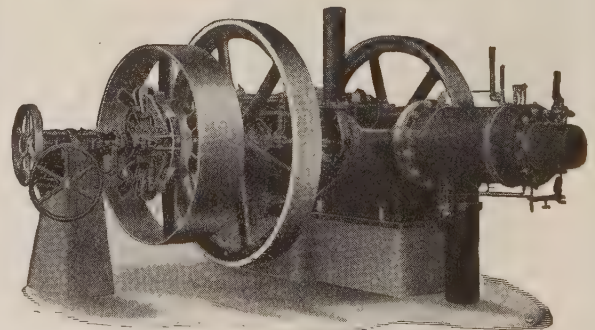
The Bauer Ball-Bearing Motor-Driven Attrition Mill  
Costs Less per Hour to Operate

**The Bauer**  
COSTS LESS PER HOUR

Send for  
catalog

The BAUER BROS. Co.  
506 Bauer Bldg.  
SPRINGFIELD, OHIO

**MUNCIE**  
Heavy Duty  
**Oil Engine**



USE CRUDE OIL AND FUEL OIL

Reduce Your Fuel Bill 80 Percent  
Sizes 10 to 250 H. P.

**MUNCIE OIL ENGINE CO.**  
MUNCIE, IND., U.S.A.

Branches: Atlanta, Ga. Dallas, Tex. Export Dept.  
36-40 W. 60th St., N. Y. City



WHEN EVERY AGENCY FOR  
SAFETY OPERATION SAYS  
"DO AWAY WITH DUST"  
IT'S TIME THAT YOU LIS-  
TENED TO REASON—



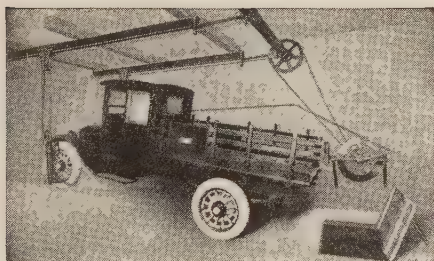
The hundreds  
of thousands  
of dollars lost  
through dust  
explosions  
would equip  
every elevator  
in the country.

Don't be the next  
on the "Blow up  
list," but for the pro-  
tection of the money  
invested in your busi-  
ness investigate our product.

### The New "1905" Cyclone Dust Collector

THE FACTS ARE MIGHTY  
INTERESTING

**The Knickerbocker Co.**  
JACKSON, MICH.



### McMillin Wagon and Truck Dump

Investigate any Wagon and  
Truck Dump before buying.

See that they can be installed  
in your driveway without inter-  
fering with other dumps, sinks or  
scales, making additional un-  
called for expense.

Investigate our Wagon and  
Truck Dump in every way,  
such as:

Changes in driveway necessary for  
installation.

Cost of materials needed.

Labor necessary to install.

First cost of dump as well as freight.

Amount of power required.

Being able to dump all length wag-  
ons or trucks in one single dump door.

Under perfect control at all times.

The one device dumps in sev-  
eral different sinks, if desired,  
with very small additional cost.

Smooth running—Light power

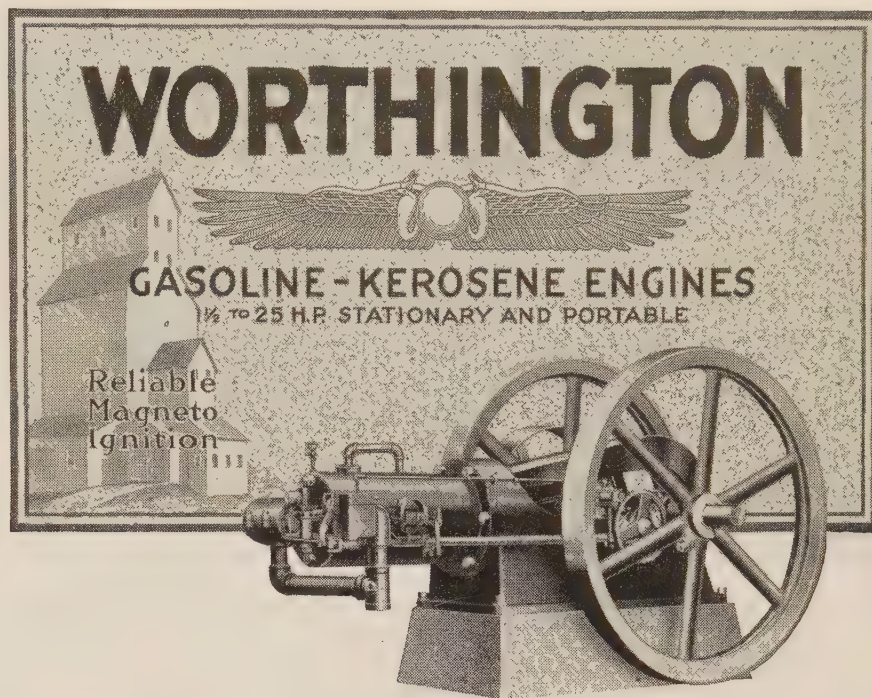
Very substantial

FULLY GUARANTEED

Address

**L. J. McMILLIN**

525 Board of Trade Bldg., Indianapolis, Ind.



## Eliminate Costly Shut-downs By Installing Worthington Engines

EVERY elevator concern  
who insists upon hav-  
ing a WORTHINGTON En-  
gine installed in their ele-  
vator is regarded as depend-  
able. The power never fails!

WORTHINGTON Engines  
cut power costs by  
eliminating troublesome and  
costly shut-downs, thereby  
adding substantially to your  
profits.

WORTHINGTON Engines  
are recognized leaders  
in satisfactory power serv-  
ice. Unequalled for their  
sterling qualities and reli-  
ability. Unequalled for value  
at surprisingly low prices.

THE WORTHINGTON  
name-plate on any piece  
of machinery is a guarantee  
of quality. The product has  
been on the market for  
eighty years.

IN addition to the Industrial type of engine illustrated  
here, WORTHINGTON manufactures a complete  
line of hopper cooled engines 1½ to 15 H. P. for farm  
and general service, and also oil and gas engines up to  
4000 H. P. for every service.

WE handle a complete line of pumping engines, pump  
jacks, feed mills, lighting sets, etc. Write for  
Bulletin A-1, prices and other information.

### WORTHINGTON PUMP AND MACHINERY CORPORATION

156 Holthoff Place, CUDAHY, WIS.

*Stocks carried in principal cities*

MINNEAPOLIS OFFICE—116 Washington Avenue, North



## GRAIN ELEVATOR BUILDERS

**A Reduced Cost  
of Handling Grain**

makes the Best Elevator obtainable a profitable investment.

Ask for Suggestions on Saving Material, Power and Labor, before completing plans for your new elevator.

*30 Years Practical Experience*

**YOUNGLOVE CONSTRUCTION CO.**  
Sioux City, Iowa



( Patented )

**Folwell-Sinks Form Lifting  
JACKS**

For Grain Elevators and Silo Construction

Manufactured and Sold by

**NELSON MACHINE CO.**  
WAUKEGAN, ILL.

**R. M. VAN NESS CONSTRUCTION CO.**

Engineers and Builders of

**MODERN WOOD and FIREPROOF ELEVATORS**

We furnish plans and estimates

Room 3 Grain Exchange

Write us about your requirements

OMAHA, NEB.

**A. F. ROBERTS**

**ERECTS**

ELEVATORS  
CORN MILLS  
WAREHOUSES

**FURNISHES**

PLANS  
ESTIMATES  
MACHINERY

SABETHA

KANSAS

**BIRCHARD**

CONSTRUCTION CO.  
CONTRACTORS GRAIN ELEVATORS  
Mills and Warehouses

Especially Designed for Economy  
of Operation and Maintenance

704 Terminal Bldg.

LINCOLN, NEB.

**D. F. HOAG & CO.**

Designers and Constructors of

**GRAIN ELEVATORS**

Corn Exchange, Minneapolis

**L. J. McMILLIN**

**ENGINEER and CONTRACTOR of  
GRAIN ELEVATORS**

Any Size or Capacity

523 Board of Trade Bldg., Indianapolis, Ind.

**EIKENBERRY CONSTRUCTION CO.**

329 UNITY BLDG., BLOOMINGTON, ILL.

Designer and Builder of

Fire proof GRAIN ELEVATORS

**The W. H. Wenholtz Construction Co.**

309 E. 4th Ave., HUTCHINSON, KANSAS

Contractors, Designers and Builders of  
Concrete or Wood Elevators

JOBBER IN MILL AND ELEVATOR SUPPLIES

**EFFICIENT ERECTING CO.**

We make plans and build up-to-date  
GRAIN ELEVATORS AND MILLS

GEO. H. CRAIG

386 120th Place, Blue Island, Ill.

**THE RYAN CONSTRUCTION CO.**

Schuyler, Nebr.

We build Modern Fireproof Grain Elevators,  
Mill Buildings and Storage Bins

SPECIAL ATTENTION GIVEN TO REPAIR WORK

Let Us Know Your Requirements

**Your Individual Needs**

are respected when your elevator  
is designed and built by

**W. H. CRAMER CONSTRUCTION CO.**

NORTH PLATTE, NEB.

Write for Details of Our System

**C. H. BENSON & CO.**

Builders of Good Elevators

FOR OVER THIRTY YEARS

Corn Exchange

Minneapolis

**The Eberhardt Construction Co.**

Engineers and Contractors

Grain Elevators--Flour Mills--Warehouses

SALINA, KANSAS

**THE SPENCER  
CONSTRUCTION CO.**

Garrett Bldg.

Baltimore, Md.

**BUILDERS**

OF

Modern Grain Elevators

Grain Storage Tanks

Mill Buildings

Warehouses

FOR

Concrete Elevators

**Townsend B. Smith**

Designer and Builder

Decatur, Ill.

H. P. Roberts

L. D. Rosenbauer

**Southwestern Engineering  
Company**

Designers and Builders of

Modern Mills and  
Elevators

Flour Mill and Elevator Machinery

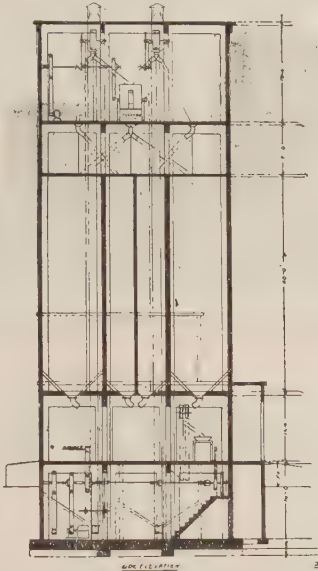
SPRINGFIELD, MO.

**Mention  
This  
Journal**

When you write to  
any of our Adver-  
tisers; you'll get a  
prompt reply.



## GRAIN ELEVATOR BUILDERS



The care and study put into the design and construction of each Reliance Elevator assures the greatest economy in operation. Design No. 1000, side elevation of which is shown above, is especially adapted to the needs of the dealer requiring not over 20,000 bu. capacity. Write for particulars.

**Reliance Construction Co.**  
Board of Trade Indianapolis, Ind.

**Decatur Construction Co.**  
ENGINEERS AND BUILDERS  
OF GRAIN ELEVATORS  
760-762 Gushard Building  
DECATUR ILLINOIS

## SEND US YOUR INQUIRY

We have the most complete organization in the Northwest for the construction of

**GRAIN and COAL  
ELEVATORS**

**T. E. Ibberson Company**  
MINNEAPOLIS, MINN.

## Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

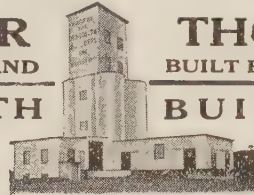
**Grain Dealers Journal**

**LEE PETERSON**  
Marion, Iowa  
Contractor and Builder  
ELEVATORS and MILLS  
REPAIRING A SPECIALTY  
Plans and Specifications Furnished

**The Star Engineering Co.**  
Wichita, Kansas  
Specialists in Country  
Elevator Construction  
Free Catalogs for Southwest Customers

**ANOTHER THORO-BRED**  
DESIGNED AND BUILT BY  
**THE MONOLITH BUILDERS, INC.**

509 Mutual Building



Kansas City, Missouri

**MACDONALD ENGINEERING CO.**  
DESIGNERS AND BUILDERS OF  
**GRAIN ELEVATORS**  
San Francisco Chicago New York  
149 California St. 53 W. Jackson Blvd. 90 West St.

**GEO. A. SAATHOFF**  
Builder of  
Grain Elevators to Suit  
Your Needs  
MAYER HOTEL PEORIA, ILL.

**HICKOK Construction Co. MINNEAPOLIS ELEVATORS**

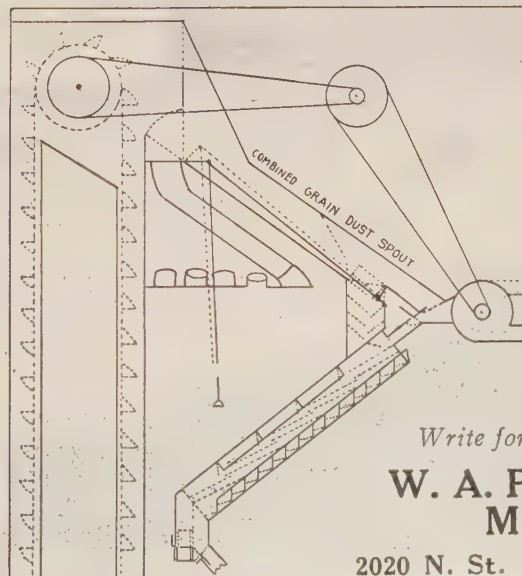
**P. F. McALLISTER CO.**  
ENGINEERS AND CONTRACTORS  
Grain Elevators, Driers, Coal Chutes  
Wood or Concrete  
BLOOMINGTON, ILL.

**W. C. BAILEY**  
Contracts and Builds  
**Modern Grain Elevators**  
We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg. Let us show you  
433 Railway Exchange Bldg., OMAHA, NEB.

**FEDERAL ENGINEERING CO.**  
Designers and Builders—Grain Elevators, Mills and Warehouses  
TOPEKA, KANSAS

**BURRELL ENGINEERING & CONSTRUCTION CO.**  
DESIGNERS AND BUILDERS  
ELEVATORS, FLOUR MILLS AND ASSOCIATED BUILDINGS  
327 South La Salle Street, CHICAGO, ILL.

## COMBINED Grain Cleaner and Dust Collector



not only cleans, scours and conditions your grain, but permits you to keep your elevator free from dust. The fact that your grain can be worked before storing, with one elevation, and that the dust is not allowed to escape in your elevator, warrants your close investigation of this very efficient machine.

Write for descriptive literature

**W. A. Petteys Elevator Machine Co.**

2020 N. St.

LINCOLN, NEB.



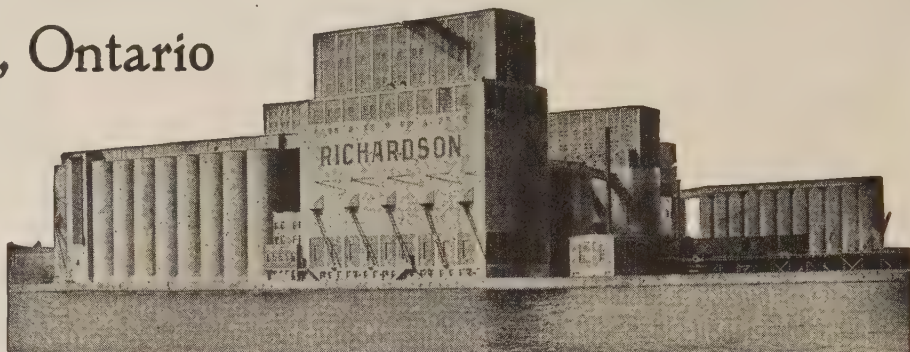
## GROUP OF TERMINAL ELEVATORS BUILT RECENTLY BY US AT

## Port Arthur, Ontario

FOR

The Grain Growers' Grain Company,  
Limited.The Saskatchewan Co-operative Elevator  
Co., Limited.

The James Richardson &amp; Sons, Limited.

**THE BARNETT-McQUEEN  
COMPANY, LIMITED**Designers and Builders of GRAIN ELEVATORS  
Offices: Fort William, Ont., Duluth, Minn.  
Minneapolis, Minn.

# Monarch Built Elevators

assure you economical design, first class work,  
efficient operation and **SATISFACTION**.

*Let us submit Designs and Prices*

## Monarch Engineering Company

**BUFFALO, NEW YORK**



Pennsylvania Railroad Co.'s Terminal  
Elevator at Erie, Pa. 1,250,000 storage  
capacity, with marine leg, 25,000 bu. re-  
ceiving capacity. All concrete, modern  
construction, with latest improvements.

Designed and built under the  
direction of

## Folwell-Ahlskog Co.

332 N. Michigan Ave. Chicago, Ill.

*Write us for Estimates and Proposals*

## The Most Modern Elevator in the World

This is an aeroplane view of the Pennsylvania Railroad Company's new Northern  
Central Elevator No. 3, located at Canton, Baltimore, Maryland, capacity  
5,000,000 bushels. This elevator is equipped with

### Four Stewart Link-Belt Grain Car Unloaders

See them in operation and be convinced of their great  
saving in labor cost.

## James Stewart & Co., Inc.

Designers and Builders  
GRAIN ELEVATORS

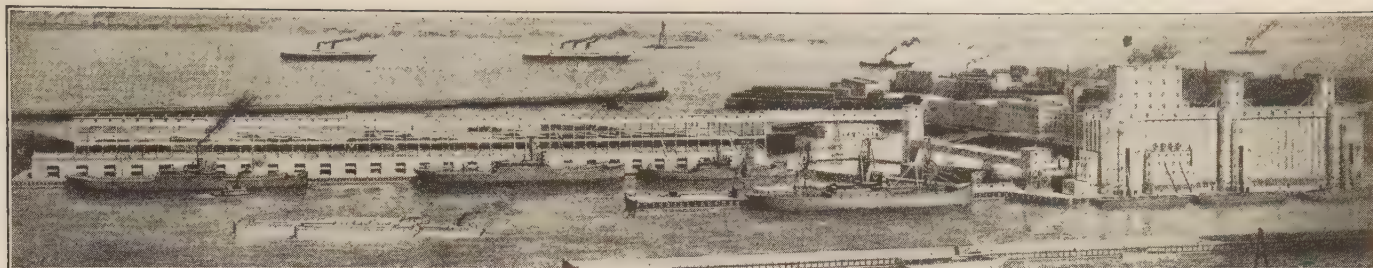
In All Parts of the World

Grain Elevator Dept., W. R. Sinks, Manager  
1210 Fisher Building, Chicago, Ill.

*"We have built for many of your friends. Eventually we will  
build for you. Why not now?"*







*New York State Barge Canal Terminal Elevator now under construction*

**\$148,345.00 saved** by the State of New York in placing contract for this structure with us.  
ADVANCED METHODS—INTENSIVELY DEVELOPED ORGANIZATION—MADE THIS POSSIBLE

**FEGLES CONSTRUCTION COMPANY, Limited**  
Minneapolis, Minn. Fort William, Ontario



**Buenos Aires Elevator Co.'s Terminal**  
Buenos Aires, Argentina

**John S. Metcalf Co.**

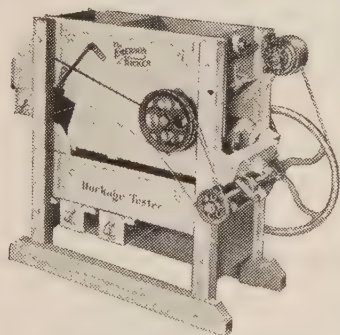
*Grain Elevator Engineers*

108 South La Salle St.  
CHICAGO, ILL., U. S. A.

54 St. Francois Xavier Street  
MONTREAL, CANADA

395 Collins Street  
MELBOURNE, AUSTRALIA

Calle Maipu 639  
BUENOS AIRES



## The New Silent EMERSON Dockage Tester

Has a new roller feed device and a screening arrangement. It is noiseless and free from vibration. Either electric or hand driven. Adopted by the Federal Inspection Department.

*We Will Take Your Old Tester  
in Trade*

**Emerson Mfg. Co.**

2601 32nd Avenue So.  
MINNEAPOLIS, MINN.

## ELEVATOR Siding and Roofing



IMITATION BRICK  
Corrugated or Flat—Galvanized or Painted

**Steel Mfg. Warehouse**  
1449 GENESEE KANSAS CITY, MO.



## JONES-HETTELSATER CONST. CO.

Designers and Builders of  
GRAIN ELEVATORS and FLOUR MILLS  
706 Mutual Bldg., Kansas City, Mo.

## HORNER & WYATT

Designers of  
Flour Mills and Grain Elevators,  
Warehouses, Power Plants and  
Industrial Buildings.

Preliminary Sketches and Estimates,  
Valuations and Reports.  
306 McMillen Bldg., Kansas City, Mo.

## Receiving and Stock Book

**Form 321** is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with keratol back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads. Weight 2 lbs. 5 oz. Price \$2.75.

Grain Dealers Journal 309 South La Salle St., Chicago, Ill.

Carrying money to the bank becomes a habit with Advertisers who regularly use the advertising pages of the GRAIN DEALERS JOURNAL.



## THE HALL SPECIAL ELEVATOR LEG

NEVER CHOKES because it cannot be choked with shelled grain. That fact saves time and annoyance to busy men. It saves tearing of valuable leg belts and the destruction of cups. It saves the hazard of fires caused by friction of the choked belt on the revolving head pulley. If your time and property are of value, you will find it will pay you many times over to install in every instance, in any size elevator, a HALL SPECIAL. But these facts, serious as they may be, are comparatively trivial in financial results with the greater fact that the HALL SPECIAL does twice the work EVERY HOUR of other legs during its existence, and does it better.



## The HALL SIGNALING DISTRIBUTOR

is very simple; two moving parts only—the latch lifts and swings the spout. Nothing ever gets out of order. It is an investment, not expense, and lasts indefinitely. It is accurate, saves mixing or spilling of grain, and permits utilizing all bin space constantly. It is purchased like stock or bonds for the earnings, not the price.

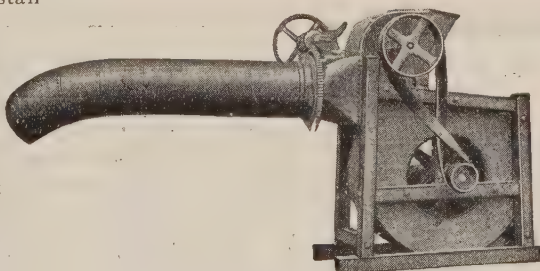
Write for our catalogs.

**Hall Distributor Company, 434 Railway Exchange Bldg., Omaha, Nebr.**

## CLEAN AND LOAD IN ONE OPERATION

To make the most money these days the grain elevator operator must operate his plant as economically as possible; he must ship the highest grade possible and it must be clean. To get the maximum in loading facilities and at the same time clean the grain loaded every elevator operator should install

The  
Combined  
Grain  
Cleaner  
and  
Pneumatic  
Car  
Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you upon request.

Write for List and Circulars.

**MATTOON GRAIN CONVEYOR CO., MATTOON, ILLINOIS**

## Load Railroad Cars Without Scooping

The Boss Air Blast Car Loader will load the largest cars without any scooping in a hot, dirty, dusty car. Both ends loaded at the same time. They CANNOT injure the tenderest grain because grain does NOT pass through fan. One-Way spout furnished if desired. Spout detachable and adjustable up or down. 30 days' trial allowed. We can furnish them with motors direct connected to car loader on same shaft. Grain cleaner attachment free. Grades raised. Make your house modern by installing one. New catalog No. 22 and prices mailed upon request. It also shows portable car loaders for loading grain from wagons to cars without scooping.

**Maroa Manufacturing Company, Dept. G, Maroa, Ill.**

**CONE-SHAPE GRINDERS**

**It PAYS TO GRIND ALL GRAINS**

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." *R. W. Watt, Jacobburg, O.*

10 sizes; 2 to 25 H. P. Write for free catalogue. **N. P. BOWSHER CO., SOUTH BEND, IND.**

**10,000 SHIPPERS**  
Are now using

**TYDEN CAR SEALS**

Bearing shipper's name and consecutive numbers.

Prevent  
**CLAIM LOSSES**

Write for samples and prices

**INTERNATIONAL SEAL & LOCK CO.**  
Chas. J. Webb, Vice-President  
617 Railway Exchange Bldg., Chicago, Ill.

## OTTO ENGINES

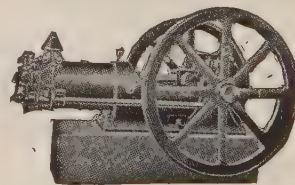
Have proved their superior qualities through years of reliable and economical service. Designed with a view to easy and inexpensive repair or replacement of parts. Cylinder, water jacket and head cast separate, easily and quickly replaced in case of damage by frost, which leaves the inner cylinder intact.

Economy kerosene carburetors for "Otto" engines manufactured and furnished from stock.

If you are interested in stationary engines—gas, gasoline, or kerosene—you need the Otto catalogue. Drop us a postal for your copy. Models up to 50 H. P. in stock.

**Otto Engine Manufacturing Co.**

3219 Walnut Street, Philadelphia, Pa.  
15-17 S. Clinton St., Chicago, Ill.



Tell us what you need for your Grain Elevator and we'll tell you where to get the latest and best.

**INFORMATION BUREAU**

Grain Dealers Journal, 305 So. La Salle St., Chicago



# Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

## ELEVATORS FOR SALE.

**OKLAHOMA** 10,000 bu. capacity elevator for sale; side lines. Address 48L36, Grain Dealers Journal, Chicago, Ill.

**SOUTHERN KANSAS** elevator must be sold to settle an estate. Address Orel Holman, North End State Bank, Wichita, Kansas.

**ALMOST NEW** 10,000 bu. elevator for sale, on Chicago-Detroit branch of Wabash Ry. For further information write Home Grain Co., La Grange, Ind.

**ILLINOIS**—Elevator on C. & N. W. Ry.; fine location, unusually prosperous farming country. Priced right to close an estate. Address 49N7, Grain Dealers Journal, Chicago.

**MICHIGAN**—Elevator, feed and seed business in Lenawee County for sale, in an unusually prosperous farming community. Address Onsted Co-op, Onsted, Mich.

**ELEVATOR** for sale in Red River Valley, Minn.; feed mill, flour warehouse, small brick potato cellar; good schools and churches. 410 1st street No., Minneapolis, Minn.

**INDIANA**—15,000 bu. cribbed elevator, iron clad, on private ground in southern county seat. Good grain, flour and feed business. Address 48C23, Grain Dealers Journal, Chicago.

**IOWA**—One of the best grain elevators in North Central Iowa for sale; modern equipment, first class condition, and priced to sell. Address 48H12, Grain Dealers Journal, Chicago.

A former Iowa elevator owner who advertised his plant in our "Elevators For Sale" columns writes in as follows: "I sold my plant to the first party answering my ad which I had in the Journal."

**JACKSON CO., KANSAS**—Three elevators, 30,000 bu. capacity, for sale at a bargain; all on U. P. R. R.; sell separately or together. Write for prices to the Jackson Co. Grange Co-op, Ass'n, Holton, Kansas.

**IOWA**—One of the best grain elevators in Central Iowa is for sale; good equipment of all kinds; side lines. Capacity of elevator is 40,000 bu.; good feed house and coal sheds. Address 49P8, Grain Dealers Journal, Chicago.

**OHIO** ironclad elevator for sale; situated on Pa. R. R., near Sandusky, in good grain belt; handle all side lines and do good business. Reason for selling, going out of business. Write H. J. Hacker, Sec., R. D. No. 2, Sandusky, Ohio.

**THREE** elevators in Southern Minnesota for sale. Good grain handling besides large coal business and other side lines; houses now in operation; splendid prospects for the coming season. Will sell separately. Write 49P17, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—The best new, modern elevator in Southwest Oklahoma, capacity 40,000 bushels; good local business as well as through business. Will sell elevator and business or half interest to experienced grain man with capital. Big territory, excellent railroad facilities. Linton, Box 615, Chickasha, Okla.

**CENTRAL IOWA**—Have three elevators which we wish to dispose of owing to pressure of other business; fine proposition; houses now open and doing good business; large grain handling, good business in coal and other merchandise; crop prospects excellent. Will sell separately. For further information write 49P18, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR SALE.

**CENTRAL IOWA**—Six elevators on Chicago, Great Western R. R., handling grain, feed and coal; all modern equipment and in first class condition. The opportunity of a lifetime to purchase an old established and money-making business. Address 48D14, Grain Dealers Journal Chicago, Ill.

**ILLINOIS**—Forty thousand bushel capacity elevator, in fine condition and with modern equipment, for sale. Located in Champaign territory, on best railroad and in good town. Station handles 400,000 bu., with one good competitor. Fullest investigation welcomed. Address 49P27, Grain Dealers Journal, Chicago.

**CENTRAL IOWA**—15,000 bu. steel covered elevator, good equipment; 48x36 seed house fully equipped; cribbed coal house, steel covered, equipped with coal conveyor, 600 tons storage. Located on C. & N. W. Carry good side lines; no competition. Address 48M14, Grain Dealers Journal, Chicago, Ill.

**BARGAIN IF TAKEN AT ONCE**—Someone's always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property; to enlarge your present interests, or embark in the grain business USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

## BANKRUPT SALE.

Wednesday, August 2, at 2:00 p. m., at Glasford, Illinois. Three grain elevators, equipment, office fixtures, scales, machinery; located in the heart of Illinois. Fine water and rail connections. Two elevators ready to operate. Elevators serve 20,000 acres. This sale held by order of the United States court, and to be sold to the highest bidder. For further information write

Howard White, Trustee,  
409 Lehman Building, Peoria, Illinois.

## ELEVATOR FOR SALE OR RENT

**MINNESOTA** elevator of 25,000 bushels capacity for sale or rent. Located on C. M. & St. P. Ry. Coal and Feed business in connection. Address J. J. Dobie, Mapleton, Minn.

## ELEVATOR & MILL FOR SALE OR EXCHANGE.

**FOR SALE**—400 bbl. Flour Mill, with elevator and warehouse in connection, fully equipped, located at Fairmount, N. Dak., in good wheat belt, on four lines of railroad. Will sell for less than half value. Address

Bank of Osceola, Osceola, Wis.

**N. W. MO.**—30,000 bu. mill and 12,000 bu. elevator located in Mound City; 5½ acres ground; big flour house and storage capacity; double corn crib, residence and other buildings, barn. In center of grain belt. Clear of incumbrance. Address O. W. Long, Maitland, Mo.

## ELEVATOR & MILL FOR SALE OR RENT.

**ANSWERS**—When the first ring of the door bell is not answered, don't conclude that the folks are not at home.

**OHIO**—25,000-bu. capacity elevator and 50-bbl. flour mill, on B. & O. Ry., in good grain country; no competition; doing a good business; established 16 years. Other business to look after. For particulars write to Elias Hutton, Frankfort, Ohio.

## MILL FOR SALE.

**MODERN 100-BARREL MILL** for sale; large territory, Rocky Mountain section; plenty of wheat. Feed mill in connection. Cheap power. Address 48B4, Grain Dealers Journal, Chicago.

## ELEVATORS WANTED.

**WANTED**—An elevator, Iowa preferred, handling at least 200,000 bus. annually, with coal and feed business in connection. Address Marr & Young, Traer, Iowa.

**ELEVATOR FOR SALE**—If you do not find the elevator you want advertised, place your wants in the "ELEVATORS WANTED" section and you will receive full particulars regarding many desirable properties not yet advertised.

## ELEVATOR BROKERS.

**JOHN A RICE** **ELMER N. SMITH**  
Elevator Brokers, Frankfort, Indiana.

If you want to buy or sell an elevator write Koch, Hutchinson, Kansas.

**ALWAYS HAVE ELEVATORS** For Sale in the Grain Belt of Illinois and Eastern Indiana. If you are in the market write me fully and I will try to satisfy you.

**JAMES M. MAGUIRE,**  
432 Postal Tel. Bldg., Chicago, Ill.

## CLAYBAUGH-MCCOMAS Offices

Frankfort, Ind. Indianapolis, Ind.  
223 B. of T. Bldg. 601 Board of Trade.  
If you want to buy, sell or trade an elevator write us at either address.

## FARM LANDS FOR SALE OR EXCHANGE.

**WILL TRADE** 205 acres of good land for a good elevator in Eastern Indiana or Ohio, or will lease an elevator. Box 126, Rockford, Ohio.

**WE HAVE** a section of land, part under cultivation, located 3 miles from Rolla, Kansas, a good grain point, to exchange for a good elevator. Address 48L3, Grain Dealers Journal, Chicago, Ill.

## BUSINESS OPPORTUNITIES.

**DID YOU** never figure that there might be a rich opening for YOU in the elevator business in Western Canada, along with those millions of American dollars already safely and profitably invested there? Time to investigate. Prospects bright this year. Write to W. E. Browne, 330 Grain Exch., Winnipeg, Can.

## WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. READ and USE THEM.

## BUSINESS OPPORTUNITY WANTED.

**WANTED**—Half interest and management of a good grain business. What have you to offer? 49P12, Grain Dealers Journal, Chicago.

## INVESTMENT.

**WANTED**—To borrow \$15,000.00 on mill and elevator in Oklahoma. Value of property \$40,000.00. Will pay 7% on loan for term of five years. This is gilt edge loan. For further particulars write 48K7, Grain Dealers Journal, Chicago, Ill.



**PARTNER WANTED.**

TO TAKE half interest in established Seed business in Central Ohio. Desire partner who can keep books and will do any kind of work connected with the business. Excellent opportunity for a hustler and hard worker. Address 49P16, Grain Dealers Journal, Chicago, Ill.

**EXPERIENCED MAN** in grain and mixed feeds, with capital to take financial and working interest in elevator and mixed feed plant. Plant partly equipped, but need additional machinery to make it up-to-date. Doing good business now and located in territory supplying the best feed territory in Kansas, Missouri, Oklahoma and Arkansas. Rare chance for the right party. Address 49N19, Grain Dealers Journal, Chicago.

**ADDRESS WANTED.**

**PRESENT ADDRESS** of N. J. Rodenberg wanted; formerly of Devils Lake, No. Dak. Address 48K24, Grain Dealers Journal, Chicago, Ill.

**W. H. RHODES**, formerly of Kansas City, Mo. Where can I reach him with mail? D. M. C., Box 2, Grain Dealers Journal, Chicago, Ill.

**SCALES FOR SALE.**

"We received a number of inquiries from our ad and have sold the scale," says a firm that ran an ad in two issues recently.

**NEW HOWE** 10-ton truck and wagon scale for sale; just as shipped to me. Will sell at reduction. For particulars address John Kinsella, El Paso, Ill.

Two Richardson used Hand Compensating Scales for sale; five and seven bushels capacity; good condition. **RICHARDSON SCALE CO.**, 1900 Republic Building, Chicago.

**MACHINES WANTED.**

**CLIPPER CLEANER** wanted; large size; must be in good condition. Address 49P2, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Track Scale about 100 ton capacity; also steam engine and boiler. Address 48N4, Grain Dealers Journal, Chicago.

**GRAIN CLEANER** wanted; prefer Clipper 116 or Standard 122. State full particulars in first letter. C. A. Stuckey, Moulton, Iowa.

**WANTED TO BUY**—A 15 or 25 barrel Midget or a 20th Century mill; must be in good condition and cheap. John Gfrer, R. D. No. 8, Mansfield, Ohio.

**THE SMALL EXPENSE** incurred through the placing of an advertisement in the Grain Dealers Journal is more than compensated for by the results obtained.

**MACHINES FOR SALE.**

**BOSS CAR LOADER** for sale; one No. 8. Address A. H. Richner, Crawfordsville, Ind.

**TWO NO. 3. MAGNETIC SEPARATORS** (Invincible Grain Cleaner Co.), in first class condition; price \$30.00 f. o. b. Loudonville. Loudonville Mill & Grain Co., Loudonville, Ohio.

**FOR SALE**—A splendid Ohio 35 h.p. gasoline engine; also 52 ft. of 12" rubber belt and several large pulleys. All in fine shape and will be sold cheap. Address S. Jacobson, Young America, Ind.

**DO YOU WANT A MACHINE** that is not advertised here? Make your wants known in the "Wanted" columns. Someone has the machine you want, but has not started advertising it for sale in the Grain Dealers Journal.

**DURABLE WIRE ROPE** for sale, for car shovels; cast or plow steel. Manila rope, buckets and everything in elevator supplies.

**PULLEYS**—1,000—for sale. ALL sizes, solid cast iron, wood and steel split. Standard Mill Supply Co., Kansas City, Mo.

**PRACTICALLY NEW** elevator equipment for sale, as follows:

30 2' joints 6" flexible steel spouting.  
40 4"x8" conveyor cups.  
1 30,000 lb. Howe hopper for scale.  
Immediate shipment—Low price.  
The Elbert Lumber Company, Elbert, Colorado.

**MACHINERY BARGAINS.**

Among the items of used machinery that we have in stock are the following:

1 Boughton Duplex Continuous Mixer.  
2 24" Little Wonder Reels.  
Write us for prices on used machinery and equipment. L. R. Veatch, 418 Prudential Bldg., Buffalo, N. Y.

**Attrition Mills**—1 20" Ballbearing Dreadnaught, 1 24" Ballbearing Monarch, 1 16" Monarch, 1 20" American Special, 1 14" Halstead.

**Feed Rolls**—1 3 pair high Noye, 9x24, 1 2 pair high N & M, 9x24, 1 3 pair high Allis, 9x18. All good rebuilt rolls.

One No. 7 Oat Clipper. All kinds of cleaning machines at right prices. Some large elevators. A. D. Hughes Co., Wayland, Michigan.

**REAL BARGAINS.**

**Prompt Attention.** Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses, stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.  
Geo. J. Noth, Mgr.,  
9 S. Clinton St. Chicago, Ill.

**MISCELLANEOUS WANTED.**

**GRAIN DEALER** wants to hear from parties having up-to-date feed mills. Contemplate building and want to know of most economical plan, best machinery, etc. Replies will be held confidential. Address 49P4, Grain Dealers Journal, Chicago, Ill.

**BARGAIN SALE ON SHELF-WORN BOOKS.**

These books are slightly soiled and shelf worn. To close them out promptly we are offering them at greatly reduced prices.

**Two Wagon Loads Received** books extensively used in recording wagon loads of grain received from farmer patrons. Form No. 380 "special" contains 160 pages of Linen Ledger paper, 20 lines to the page, thus accommodating 3200 wagon loads. Well bound in cloth with Keratol back and corners. Will sell for \$2.00 not including carriage charges. Form No. 381 "special" same as No. 380 "special" except it is check bound and printed on not quite as good paper for \$1.75 plus carriage charges. (Weight 3 pounds.)

**Two Scale Ticket Books**, one with stubs, the other duplicating with 500 tickets to the book. Machine perforated, printed on good paper and check bound. Regular price \$1.15, sale at 75c each. Order "No. 51, special, stub, or No. 51, Special, Duplicating."

**One Double Indexed Car Register**, used to advantage by receivers and carlot shippers. Through its use any car may be found instantly. The double pages are ruled vertically so as to provide a column for each digit. This form contains space for 12,000 cars. Order "No. 40, Special," price \$1.25.

**One No. 4—Storage Receipts**, for keeping record of grain stored for farmers. Contains 47 receipts and 47 stubs. Prevent misunderstandings, avoid disputes, law suits and losses by using receipts. Get this book; it's a bargain. Hurry! Sale price, 35c. Include postage to your postoffice. Order "No. 4 Special."

**One copy Plans of Elevators**, containing the most vital problems confronting the prospective elevator builder in the selection of a house properly constructed to meet the requirements of his business. Corn crib construction, cob burners, scale pits, dust collecting systems, seed handling plants, bleaching towers, belt conveyors and grain elevator offices. This edition contains 500 pages, 94 of which are descriptive matter. Price \$3.00; for this soiled copy sale price but \$2.50. Order "Plans of Grain Elevators, Special."

All prices are f. o. b. Chicago, Illinois.

**GRAIN DEALERS JOURNAL**,  
305 So. LaSalle St., Chicago, Ill.

**"INVINCIBLE"****THE PASSWORD**

Into the Society of Grain Elevator Operators who differentiate between dependable grain cleaners and others.

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Bert Eesley, P. O. Box 363, Freemont, Ohio  
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C. L. Hogle, 30 S. Arlington St., Indianapolis, Ind.  
H. C. Purvine, 111 E. 5th St., Bristol, Tenn.  
Strong-Scott Mfg. Company, Minneapolis, Minn.  
Berger & Carter, 17th and Mississippi Sts., San Francisco, Cal.  
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## HELP WANTED.

"Please discontinue my adv. in the Journal. of help wanted. I have so many replies that I think I will have no trouble in securing the help wanted." This is from an Iowa elevator operator who ran an ad in this column recently.

**WANTED**—Experienced grain solicitor who is acquainted in Iowa, southern Minnesota and southeastern South Dakota. Must be able to show results. Prefer man between the ages of 28 and 35. Address 49N6, Grain Dealers Journal, Chicago, Ill.

## SITUATIONS WANTED.

**WANTED**—A position with a good grain commission firm—anything they might have to offer. 49P13, Grain Dealers Journal, Chicago.

**WANTED**—Position as grain buyer; 12 years' experience; excellent reference and logical reason for making change. Address 49P23, Grain Dealers Journal, Chicago, Ill.

**MAN WITH** 22 years' experience in the grain business wants position as solicitor or manager of branch office. A1 references. Address 49P11, Grain Dealers Journal, Chicago.

**SITUATION WANTED**—Solicitor with large acquaintance among Iowa shippers. Will consider other territory. Address 49P26, Grain Dealers Journal, Chicago, Ill.

**YOUNG MAN**, 21, desires position in some branch of the grain business. Two years' experience in elevator and office work. Capable of managing country elevator for line company. Address 49P24, Grain Dealers Journal, Chicago.

**POSITION** as manager of elevator wanted by man who has had many years of experience managing farmers elevators; never failed to pay a dividend. Address 49N8, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Position with good live grain firm, Illinois or Iowa preferred, where experience, energy and ability can accomplish results. Can furnish best of references. Address 49N14, Grain Dealers Journal, Chicago, Ill.

**WANTED**, by a grain man who has managed elevators for 20 years—a job on the road for some good commission firm or a job in a grain office. Am well acquainted in So. Dak. Address 49N21, Grain Dealers Journal, Chicago.

**MANAGER** with 13 years' exp. in grain, lumber, coal, feed and other side lines desires position with farmers or line company. Bond and good reference furnished. Can start at once. Address 49N3, Grain Dealers Journal, Chicago.

**GRAIN BUYER** would like position with farmers elevator; 28 years old, 6 years' experience as manager of elevator; good hustler. Can furnish best of reference. Address P30, Grain Dealers Journal, Chicago, Ill.

**MANAGER-ACCOUNTANT** will be open for a position the last of July; grain and bean elevator experience, also side lines; capable of installing modern accounting system and managing elevator. Address 49N13, Grain Dealers Journal, Chicago, Ill.

## OFFICE APPLIANCES.

**SAFES**—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

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FOR

## Carlot Grain Handlers

**Purchase & Sale Contracts** is a new book, designed to meet an ever increasing demand for a record which will enable the dealer to balance his purchases and sales contracts to determine instantly whether he is long or short. Left hand purchase page column headings are: Date, From Whom, Bot, Bushels, Grade, Delivery, Price, By Whom, How and Remarks. Right hand sales page column headings are: Date, To Whom, Bushels, Grade, Shipments, Price, By Whom, How and Remarks. Book contains 80 double pages, size 8½x14 inches, ruled and printed on heavy ledger paper and well bound in heavy canvas. Order Form 18 P&S. Price \$2.75.

**Triplicating Confirmation Blanks** will enable you to avoid disputes, differences and prevent expensive errors. Space is provided on our Confirmation Blanks for recording all essential conditions of each trade. You retain tissue copy, sign and send original and duplicate to customer. He signs both and returns one. Fifty confirmations in triplicate, bound in press-board with two sheets of carbon, size 5½x8 inches, 90 cents. Order Form No. 6CB.

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**Baugh's Grain Export Calculation Tables** is a new book published to overcome the inadequacy of existing tables in these days of wide fluctuations in commodity prices and exchange rates. Book is arranged by commodities, wheat, corn, oats, rye, barley, peas and oil cake, each section covering all the countries involved. Book is well printed on ledger paper, having 104 pages, bound in flexible leather. Price \$15.00.

**Clark's Double Indexed Car Register:** Is an index designed to afford ready reference to the entry or record of any car. Facing pages 11x16 inches of heavy ledger paper are each ruled into five columns, those on the left being numbered 0, 1, 2, 3 and 4, while columns on the right are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record." The marginal index figure represents the right hand or unit figure of the number entered, while the column heading is the second or tens figure. The required number can be instantly found if properly entered. Form No. 40, with space for 12,000 cars, \$2.00. Form No. 42, with space for 21,600 cars, \$3.00.

Use Universal Grain Code and Reduce Your Telegraph Tolls.

GRAIN DEALERS JOURNAL.

309 South La Salle St., Chicago, Ill.

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**GASOLINE AND OIL ENGINES** of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

**35-h.p. OLDS** gas engine for sale; fully equipped, ready for service. Can be seen running. Cheap for cash or will exchange for truck or other machinery needed. B. French & Sons, Belmont, Ill.

## DYNAMOS—MOTORS.

**DYNAMOS AND MOTORS WANTED**—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal,—the medium for power bargains.

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**MIXED CARS** of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

## BAGS—BAGGING—BURLAP.

**BURLAP BAGS OF EVERY KIND FOR SALE;** new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago.

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THERE'LL BE A HOT TIME AT  
NEW ORLEANS

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We pay the highest market  
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DIRECT HEAT OR STEAM CONTINUOUS FLOW MADE IN ALL SIZES

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Manufacturers of Deisel Oil Engines for Mills and Elevators



## SEEDS FOR SALE—WANTED

## SEEDS FOR SALE—WANTED

FOR SALE—New Timothy Seed and Kanred Seed Wheat. Both are fine quality. Southeast Iowa grows the best timothy to be had. Send for samples and prices.

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Contains 150 leaves of scale tickets, four to a leaf. Each leaf folds back and with the use of a sheet of carbon makes a complete and perfect copy of the original on the stub which remains. The original tickets form the outer half of page, so the removal of any ticket does not release the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weigher's Signature. Size  $9\frac{1}{2} \times 11$  inches. Printed on good paper. 5 sheets of carbon. Order Form No. 73, \$1.35; weight 2 lbs.

**Grain Dealers Journal**  
309 So. La Salle St., Chicago, Ill.

## GRAIN WANTED

WANTED—Car No. 2 soft winter wheat at right price. Kimbolton Mfg. Co., Kimbolton, O.

## RED OATS!

WANT TO BUY  
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**SHERMAN - TEXAS**  
**PITTMAN & HARRISON CO.**

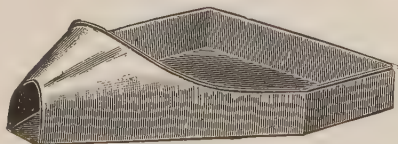
## HEADQUARTERS

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Imported  
Clover  
Grass and Field  
**SEEDS**

**Julius Loewith, Inc.**

150 Nassau Street New York, N. Y.  
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Made of sheet aluminum, formed by bending, reinforced around top edge with copper wire. Strong, light and durable. The dull, non-reflecting surface of the metal, which will not rust or tarnish, assists the user to judge of the color and detect impurities. Seed Size,  $1\frac{1}{2} \times 9 \times 11$ ". Price \$1.65

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**GRAIN DEALERS JOURNAL, 309 So. La Salle St., Chicago, Ill.**

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**GRAIN DEALERS JOURNAL**

305 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the *Grain Dealers Journal* on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find Two Dollars.

Name of Firm.....

Capacity of Elevator..... Post Office.....

..... bus. State.....

Field and Grass  
Seed Trade Directory

ARNHEM, HOLLAND..

Wm. E. Busgers & Co., European fancy natural gr. seeds

ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale seed merchants.

BUFFALO, N. Y.

Stanford Seed Co., Inc., The, wholesale field seeds  
Whitney-Eckstein Seed Co., wholesale seeds.

CHICAGO, ILL.

Dickinson Co., The, Albert, seeds.  
Illinois Seed Co., The, grass and field seeds.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds

CONCORDIA, KANS.

Bowman Bros. Seed Co., field seeds.

COUNCIL BLUFFS, IOWA.

Ouren Seed Co., wholesale seeds and grain.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds  
Crawfordsville Seed Co., seed merchants.

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Muncy & Carson, grain and seeds.

KANSAS CITY, MO.

Peppard Seed Co., J. G., wholesale seeds.  
Tobin Seed Co., alfalfa—bluegrass.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain and field seeds.  
Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.  
North American Seed Co., wholesale grass & field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The, Albert, seeds.

NEW YORK, N. Y.

Julius Loewith, Inc., grass and field seeds.  
Nungesser-Dickinson Seed Co., wholesale seed merchants.

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Philadelphia Seed Co., Inc., The, wholesale field seeds

ST. LOUIS, MO.

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Manglesdorf, Ed. F. & Bro., wholesale field seeds.

ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

SIOUX FALLS, S. D.

North Western Seed Co., wholesale field seeds.

TOLEDO, OHIO.

Churchill Grain & Seed Co., field seed, popcorn.  
Flower Co., The S. W., seed merchants.  
Hirsch, Henry, wholesale field seed.  
Toledo Field Seed Co., The, clover, timothy.

## HAY WANTED.





## SEEDS FOR SALE—WANTED

**The Stanford Seed Company, Inc.**  
Wholesale Field Seeds    ::    **BUFFALO, N. Y.**

**J. G. PEPPARD SEED COMPANY**  
Buyers **SEEDS** Sellers  
Correspondence Invited    **Kansas City, Mo**

**COURTEEN SEED CO.** Milwaukee, Wisconsin  
Clover, Timothy, Grass Seed  
Grain Bags

**HENRY HIRSCH**  
WHOLESALE FIELD SEEDS  
CLOVER — ALSIKE — TIMOTHY — ALFALFA  
Our Specialty  
All Other Field Seeds  
**TOLEDO — — OHIO**

**OUREN SEED CO.**  
Council Bluffs, Iowa  
Buy and Sell Red, White and Alsike  
Clovers, White and Yellow Blossom  
Sweet Clover, Alfalfa, Red Top, Blue  
Grass and all Seed Grains

**COW PEAS**  
Agricultural Seed Company  
Representing 57 Years'  
Continuous Seed Service  
Main and O'Fallon Sts.    **ST. LOUIS, MO.**

Missouri Grown Blue Grass  
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We are now prepared to accept orders for both  
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Headquarters for  
RED TOP AND ORCHARD GRASS  
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IMPORTERS    EXPORTERS  
**GRASS and CLOVER SEED**  
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**The J. M. McCullough's Sons Co.**  
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Field and Garden Seeds  
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Clover and Timothy Seed  
Consignments solicited    Send us your samples  
**TOLEDO, OHIO**

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WE BUY AND SELL  
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Ask for Prices  
Mail Samples for Bids

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Sweet Clover, Alfalfa,  
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**ATCHISON    KANSAS**

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**CRAWFORDSVILLE SEED CO.**  
**FIELD SEEDS**  
**CRAWFORDSVILLE, INDIANA**

# SEED

*We Buy  
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all Varieties  
of Grass  
and Field  
Seeds*

**The Albert Dickinson Co.**  
**MINNEAPOLIS    CHICAGO**

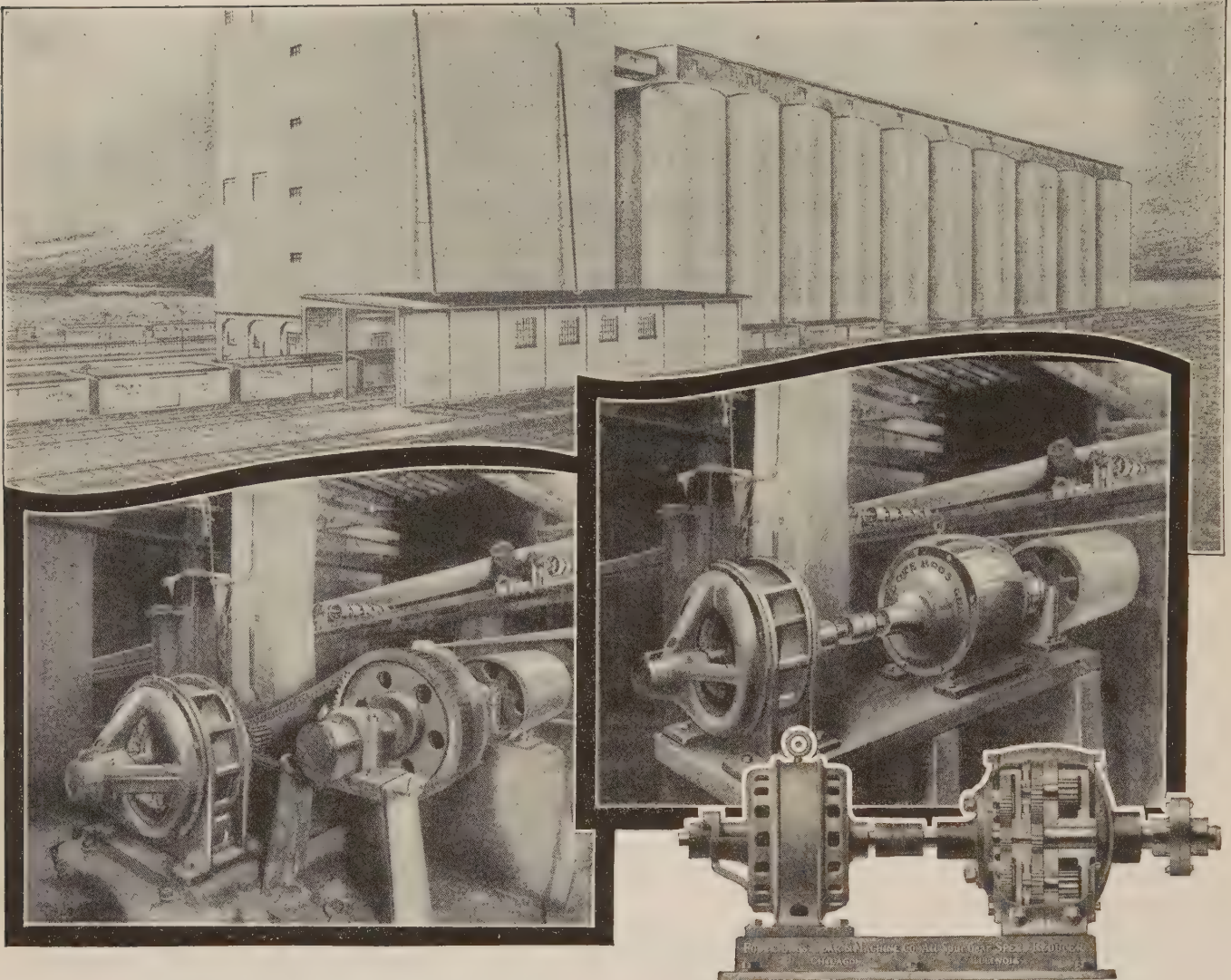
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**The S. W. Flower Co.**  
WHOLESALE  
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RED CLOVER, TIMOTHY  
ALSIKE  
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**Crabbs Reynolds Taylor Company**  
CRAWFORDSVILLE, INDIANA  
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CLOVER AND TIMOTHY SEED — GRAIN

**North American Seed Co.**  
WHOLESALE GRASS & FIELD SEEDS  
Milwaukee, Wisc.  
"THE HOUSE OF QUALITY"





Chain and sprocket used in connection with low speed motor to provide proper speed to belt conveyor

Foote Speed Reducer used with high speed (lower cost) motor to provide proper speed to belt conveyor

## How Do You Reduce the Speed of Your Motors?

The illustration at the upper left shows a conveyor carrying grain from boats at River House to an Elevator leg where the grain is elevated and distribution made. The conveyor belt travels approximately 800 feet a minute. The motor is 50 H. P. running at a normal speed 514 R.P.M. Chains and sprockets are used.

The illustration at the upper right shows the same operation. A Foote Speed Reducer is used to give the proper reduction of motor speed. In this installation a low speed motor is not necessary as the

Foote Speed Reducer provides the proper speed reduction. Thus a considerable saving in motor cost is accomplished. Note the absence of open equipment that might cause sparks, explosion and danger to workers. This is a simple, economical, trouble-proof low cost installation—ideal for elevator belt conveyors and elevator legs.

### Consult Foote Engineers

Whether you are contemplating building a new elevator or improving an old one, it will pay you to consult Foote Engineers regarding the drive reductions on conveying equipment.

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252-262 N. Curtis St. CHICAGO, U. S. A.

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Manufacturers of Rawhide and Bakelite Pinions and Cut Gears of all Kinds.  
Send for catalog. Special Machinery made to order. Submit your blueprints.



## GRAIN DEALERS JOURNAL

309 South LaSalle Street, Chicago, Ill., U. S. A.  
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

**SUBSCRIPTION RATES** to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.25; to Canada and Mexico, prepaid, \$2.75.

**THE ADVERTISING** value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

**LETTERS** on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

**QUERIES** for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

### CHICAGO, JULY 25, 1922

AN ELEVATOR at Friend, Kan., has been visited twice this month by a tornado. It seems to be located on the popular tornado route.

CONGRESS needs to be educated to the needs of business. Every business man will admit that, but who is able to undertake such a gigantic task?

THE LARGE NUMBER of shipments which are being graded No. 1 makes it imperative that every country wheat shipper should insist upon having a premium for No. 1 if he sells "No. 2 or better."

WEEVIL destroyed so much grain in elevators last year that alert elevator men gave their elevators a thorough cleaning before starting to handle the new crop, but those who did not are sure to have many shipments graded down on account of weevil.

COMMISSION MERCHANTS who have been paying brokers tax as demanded by the internal revenue collector will be pleased to read the decision of Judge Page published elsewhere in this number. Commission merchants who paid the tax under protest may be able to recover.

BUSINESS FOR REVENGE is declared by one of our Indiana correspondents in "Letters" in this number to be unprofitable. If any reader has ever discovered such business to be otherwise we will be pleased to know of it. There is small satisfaction in doing business for the purpose of avenging an imaginary or a real wrong. Be fair and square.

FRICTION started a fire in the elevator head of a house at Hays, Kan., and caused a lot of excitement, but by quick work the plant was saved.

THE CHINCH BUG is being heard from in all parts of the country and yet Congress has enacted no new legislation for its extermination. There seems every prospect that this pest will do more damage to the crops this year than for many seasons past, and Congress don't care.

CHANGES in grain firms and changes in grain elevator managers have been so numerous since the 1921 crop started to move that many new business connections are sure to be made, and the firms who are known to be in business today are the ones who will profit most by the changing.

THE DUST EXPLOSION hazard of terminal, transfer and cleaning houses is fully recognized as one of the greatest dangers accompanying grain elevator operation, yet the average superintendent is so busy taking care of the large volume of grain moving that he finds it difficult to keep his house anywhere near clean.

CAR SEALS are more necessary for the protection of grain shipments today than ever. Many of the strikers who are familiar with railroad yards have live stock that must go hungry until their owners get back to work or find food without work. The private seal serially numbered gives some protection but better still it helps to trace the loss.

STACKING combustible material in the vicinity of the grain elevator is a practice fraught with fire hazard. Near one Illinois grain elevator July 5 a stack of telephone poles caught fire from burning dead grass and gave the fire departments of two towns an exciting hour. The elevator was saved; but others may be less fortunate if grain doors or fence posts are piled in their vicinity.

PLUGGED CARS are said to be found less frequently than formerly, at least Mr. Saunders who is quoted elsewhere in this number gives that as a result of his 20 years experience. The trouble is that the plugger has been penalized so severely in recent years when caught that he has found plugging very unprofitable so has stopped. Then too, samplers are more vigilant than ever because more depends on their work for a true reflection of the cars' contents.

SINCE December, 1917, the railroad shopmen have received three general increases in wages. Car repairmen in 1917 received 29½ cents an hour. Now they receive 63 cents, an increase of 113 per cent; yet they go on strike. In July, 1917, the price of cash oats at Chicago ranged from 68½ to 85 cents. Then the farmer received 65 cents at the country station; now he receives 25 cents per bushel. Measured in oats then the repairman received less than one-half bushel of oats per hour; now he receives more than two and one-half bushels per hour. A strike to maintain this injustice is an economic crime. Either the farmer is shamefully underpaid, or the shopman is grossly overpaid, and by government order at that.

EXPENSIVE office equipment such as adding machines, check protectors and typewriters are attracting pilferers to Iowa elevators, so a heavy burglar proof vault must be provided if grain men hope to keep their property.

MILLER competition for wheat is leading many country elevator operators into bidding so high for grain that it generally nets them a loss. It would be the part of discretion to work with the miller and not against him, because he has a profit in his flour even though he handles the wheat for nothing.

CARBON BISULFIDE as a fumigant has fallen into disrepute with the fire underwriters and now the flour millers claim the liquid, more than the gas, damages the baking quality of flour made from treated wheat, as stated on page 122 of this number of the Journal. The ideal fumigant has yet to be discovered.

WIND STORMS have wrecked a number of elevators this season and the ruins shown in the photograph reproduced in this number are but a fair sample of the work of South Dakota zephyrs. There is no telling when a cyclone may wander your way and when it does your elevator, if empty, is likely to be easy prey to the elements.

LEGISLATION in the province of Manitoba, insofar as it may affect the grain business, no doubt will be on a higher plane of intelligence than in the Capper-Tincher dominated U. S. Congress, since two members of the Canadian grain trade have just been elected to the legislature, and will be able to give their colleagues expert information and advice.

SO MANY grain elevator fires have been credited to lightning this season that it behooves every elevator operator to watch house closely and inspect it thoroughly after each heavy stroke of lightning to make sure elevator was not struck. Lightning fires often smoulder for hours and break into flames after the elevator force has gone home for the night.

SHIPPERS of sacked grain to Pacific Coast terminals will benefit by the new practice of the U. S. Dept. of Agriculture in dividing the contents of the car into such lots as will give the higher grade, under the memorandum published elsewhere in this number of the Journal. As the interior shipper is the one who should know most about the contents of the different sacks he will profit by doing this "marking off" himself, instead of leaving the work to some terminal grain warehouse employee, as too many shippers do.

THE STATE OF MONTANA undertakes to require firms operating elevators in that State to receive, grade, weigh, elevate, insure and store free for 15 days, cooper car and deliver for 4c a bushel. No grain elevator operator in that State can afford to perform that service for 4c bushel because it costs him more than that. We firmly believe that the courts would not uphold any law which attempts to fix a price for a service below the actual cost of rendering the service. Such obnoxious regulations do not tend to encourage other men to engage in the grain business.



A LIGHTED match in the hand of a colored man came in contact with bisulphide gas at Hurluck, Md., recently and the entire plant was wrecked.

WITH SO MANY railroad employees out on strike cars are sure to get out of condition in short order hence it behooves every grain shipper to exercise greater care than ever in cooping and lining cars before loading.

PAYING MORE at one station than at an adjacent one is not always profitable. A line company which hoped to discourage a strong competitor at one station bid over the market value of the grain at that station with such persistence that the competitor had large placards printed telling of the high prices being paid at his station and then posted them at all the nearby stations where the high bidder operated elevators. The result was that many farmers hauled grain from distant points to the scene of the over-bidding and the house was soon filled, so that the competitor was able to buy grain at a more reasonable figure.

INSURING GRAIN shipments against damage by floods, explosions and the violence of mobs is now popular with the grain shippers of the Southwest, who on their shipments to the Kansas City market get this protection for 20c a car. Respect for the law and the rights of life and property seem to be woefully lacking in the strikers of today and they do not hesitate to massacre would-be workers and destroy mines. They have also attempted to destroy the rolling stock of railroads. The expense of the protection is not great and it would seem to be the part of wisdom for every grain shipper to get this insurance until industrial regulations are nearer normal.

THE KANSAS Wheat Growers Ass'n sought recently to enjoin Frank Schulte, one of its members, from selling his farm products to other than the Ass'n. He alleged that he was induced to sign the contract to pool his grain under misrepresentation by the association's solicitor and the injunction was refused. Many other farmers who were imposed upon by the agitators also insist upon selling their farm products where they can get the top of the market. The fakers who have been posing as the saviors of the farmers are proving themselves to be nothing more than a greedy gang of grafters, and naturally the farmers are determined to market their products where they can do the best.

"CARELESSLY" mailing or wiring reports on crops or markets "that would have a tendency to affect the price of grain" is made a misdemeanor under the Capper-Tincher bill, sec. 9, and punishable by \$10,000 fine or a year's imprisonment. Much of the inaccuracy in hurried market reporting is due to carelessness of individuals employed by telegraph companies who have no interest whatever in the market price; yet this ridiculous bill would slap a \$10,000 fine on the unlucky telegraph operator. Some of the U. S. Dept. of Agriculture's own men would have to go to jail under the new bill. Why not have a \$10,000 fine for the Congressmen who enacted the first Capper-Tincher bill so carelessly that the Supreme Court held it unconstitutional?

LEAKS OF GRAIN in transit are sure to be more numerous and more voluminous because of the low average condition of box cars. Every time you report particulars regarding car passing your station leaking grain, you encourage your brother dealers to report on your car seen leaking. Let us hear from you.

STATION AGENTS who throw all the new tariffs in a box or barrel unopened can not be depended upon for the latest information regarding the best rate and route for your shipment to Sell'em. The Gen'l Freight Agent may give you the last rate, but if it is not the legal rate you can not hold the railroad company liable for his error. It pays to keep posted.

THE MOVEMENT of the new crop so completely occupies the time and attention of many operators of country elevators that they do not watch the stray boys as vigilantly as has been their custom. The natural result is that more boys are being smothered in grain bins than for some time past, and more will be smothered unless every effort is made to keep them out of the elevator. The temptation for the average boy to jump down into a bin that is nearly full of grain is irresistible. If you would save their lives, keep them out of the elevator, for every time a boy meets with an accident in an elevator the operator is held fully responsible by the parents and their friends.

CAPPER and Tincher have succeeded in hammering down the price of oats on the farm to less than 25 cents per bushel, by their driving of speculators out of the big markets. This is just what these agitators intended; that is, that the farmers should carry their own risks instead of letting the speculators have the grain. By driving everyone but the growers out of the market the farmers are forced to become speculators. Those farmers who still have the oats from early harvest, having lost 5 to 10 cents a bushel by holding, now know how it feels to be a speculator. If they will continue their efforts yet a little longer the farm bloc will kill the home market for grain and greatly benefit the foreigners who will be enabled to buy some very cheap oats and wheat at the expense of American growers.

THE bureaucrats who are persistently ignoring the principles and purposes of the U. S. government and seeking to make more places for sap-suckers are making it more difficult for all lines of industry to function normally and economically. However, they are meeting with some outspoken opposition in Washington. Grain dealers who during the war resented requests of the Grain Corporation, the Bureau of Markets and the Federal Trade Commission for frequent and useless reports will fully sympathize with the business men who are now being pestered by different governmental agencies seeking to collect statistics that are of no value to anyone. The nation would be far better off if 90% of the bureaus, boards and commissions were immediately abolished. The enormous burden on the tax payers is discouraging, the results of their work is valueless.

ARE YOU favorable to more Governmental interference with your business? No? Then communicate your convictions to your representative in Congress. Business will get no relief from the flood of socialistic legislation pending in Washington until the sane citizens of the land protest vigorously and persistently.

LICENSING threshermen to force them to make reports on the amount of grain threshed as the basis of accurate crop statistics has again been proposed, with additional requirement that threshermen be paid only for wheat cleaned to make grade without dockage. This would seem an interference with the business of the threshermen by requiring them to make reports that in no way help their business; but it is no more an interference than the reports now required of corporations and railroads. The Pennsylvania lines east of Pittsburgh are said in one year to be required to make over 100,000 reports entailing heavy expense for clerical work. The thresherman could be required to hire a clerk and charge the farmer a little more for threshing to make up the added expense. The farmer would also be taxed to maintain a horde of papsuckers to look after the reports of the threshermen.

### Amending the Capper-Tincher Bill.

At the Senate com'te hearings on the Capper-Tincher bill last week the members of the grain trade came to the aid of the farm bloc by suggesting amendments to cure obvious blunders in the measure, as reported elsewhere in this number of the Journal.

The grain dealers who are members of the Exchanges should give the Com'te on Agriculture and Forestry all the assistance in their power. There ought to be no objection to amendments that make the bill more complete. The greater the number of amendments offered and incorporated into the bill to satisfy the diverse interests affected by the bill the more likely is there to be a disagreement among its supporters leading to a failure of the bill to get sufficient support on the final ballot.

An amendment might be offered to repeal the part of the original future trading act left in force by the Supreme Court decision. Why encumber the federal statutes with two laws on the same subject-matter? If those interested in this legislation think there is anything worth while remaining in the original act it could be incorporated in one new bill.

As the operations of the grain exchanges are purely commercial an amendment of the bill could well be adopted to substitute for the Sec'y of Agriculture, the Sec'y of Commerce, as the administrator of the new law, the Sec'y of Agriculture remaining a member of the Commission of three.

Sec. 3 of the bill contains so many misstatements of fact that the amendments offered by the former president of the Chicago Board of Trade as an entire new section 3 merit the closest study by the farm bloc, if they hope to have their bill stand its next test before the Supreme Court. Any statement that grain exchange transactions are a burden and obstruction on interstate commerce, if retained in the law, will bring up a question of fact before the Supreme Court, on which evidence may be presented to prove the opposite, that interstate trading is greatly facilitated.



## Suit Against Initial or Connecting Carrier.

During the discussions incident to the passage of the Carmack and Cummins amendments to the Interstate Commerce Act it was commonly understood that the purpose of the amendment was to give the shipper freedom to sue any one of the connecting carriers for loss or damage in transit irrespective of where it occurred.

Particularly was it supposed that the shipper or the consignee could make claim against the delivering carrier with the thought that the latter had recourse in turn against the connecting lines, back to the road on which the loss occurred.

Now, however, the Supreme Court of the United States in a decision published on page 116 of this number, reverses a decision of the U. S. Circuit Court of Appeals which had given a shipper judgment against a connecting line, the delivering carrier, altho the damage to the shipment was admittedly done by a prior handler of the shipment.

Under this decision of the Supreme Court of the United States each carrier is liable as under the common law for all loss caused by it, with the single exception that the Cummins amendment increases the liability of the initial carrier to cover that of all connecting lines. Therefore the shipper should make his claim against the initial line, except when it is more convenient for him to make claim against a connecting carrier or terminal carrier on whose lines the damage was known to have occurred.

## Wider Margins Necessary.

Handling margins of country grain elevator operators have generally been so small that intelligent farmers and merchants have wondered how they had anything left after meeting the overhead with which to pay their bills. Overbidding competition has led more country buyers into bankruptcy than all other causes combined. If country elevator operators would advertise the service they perform and the facilities they offer their patrons, they would surely lead many of them to ignore the half cent premium bid by the scooper who has no investment and no overhead charges to meet.

Too many grain elevator operators lose their heads with the movement of a new crop and fill their houses with high priced grain which is sure to net them a distressing loss. Most dealers recognize that grain bought right is already half sold while that bought at the top of the market serves as a burdensome drag for a long time thereafter.

The day of rising markets is past. Large crops, strikes and business depression are more favorable to declines. Some over-cautious dealers are not only refusing to bid up for new grain, but are also refusing to take in much more than enough to fill the next car when they are able to get it.

The U. S. Railway Labor Board fixed the wages of the machinists and the maintenance of way workers so the railroads have no option other than to pay as commanded by the Board, and of course, they must levy freight charges as dictated by the Interstate Commerce Commission, which are based on the wages fixed.

If the shippers of the land are favorable to the meagre 10% reduction in freight rates recently granted, then it is up to them to uphold the wage board and the railroads. Lower prices cannot be expected so long as war wages are paid for the labor to produce transportation.

## The Insurance Vultures at Work.

In view of the fact that the policyholders of all insurance companies must pay the operating expenses of their favorite company before they can pay any losses every policyholder is directly interested in keeping down the unnecessary expenses. The state insurance departments, the fire marshals and the fire departments are all preying upon the insurance companies and like a lot of vultures are watching for new excuses to levy extra charges on the insurance companies, which eventually must be paid by the policy holders.

The insurance taxes have been going up rapidly, and in Illinois especially a tremendous jump will be made if the recent decision of the Illinois Supreme Court is enforced. At the same time, certain departments are continually calling for statistics data and classifications, many of which are absolutely worthless for practical purposes and most of which are never used by the departments after they are furnished.

To collect these statistics, which usually cover a period of five years, it frequently takes the time of a score of clerks for weeks in each company. The fire insurance companies doing business in Kansas say that the expense to the companies in connection with the impounding of the excess premiums involved in the Kansas rate reduction order will be sufficient to run four insurance departments for a year.

When the average citizen gives closer attention to the work of his government, the department heads and bureaucrats will be limited by law to practical work.

## Greater Mechanical Efficiency.

The time was not so very long ago when the average grain buyer was perfectly satisfied if the elevator builder gave him a house which would handle grain from wagon to bin, and bin to car. Time was not so important a factor in the business life of the country grain merchant, but as his business has grown and he has added side lines he finds it essential that his elevator should be equipped with every mechanical convenience and of sufficient capacity to facilitate the rapid handling of a large volume of grain without hesitation or interruption. Grain merchants who have good stations should improve the service rendered to patrons so as to guard against the trade drifting to other stations or other houses.

The country house which is equipped with two large rapid handling legs for receiving, modern weighing and dumping facilities, as well as a modern distributing spout and a goodly number of large bins so that all grain received can be classified by grade, will handle the grain to the best advantage and expedite the return of his farmer patrons with another load, while the old, poorly equipped, slowly operated house will delay all patrons so long

they will be unable to bring another load until the following day.

The buyer who is anxious to secure a large volume of business owes it both to himself and his patrons not only to prepare for the rapid handling and classifying of all kinds of grain, but for the thorough cleaning of all receipts so that every shipment will grade well and bring the top of the market.

Too many grain elevator operators labor under the false impression that the average country elevator is merely a more efficient substitute for the scoop shovel and apron. The well posted grain merchant knows that the intelligent use of the modern elevator not only enables him greatly to improve his service to farmer patrons but also increase his profits on grain handling. The intelligent use of any machine or equipment invariably brings better returns, and the elevator operator who fails to take advantage of his opportunity generally pays dearly for his oversight.

## Coming Conventions.

Aug. 22. Michigan Hay & Grain Ass'n at Flint, Mich.

Aug. 24, 25. New York State Hay and Grain Dealers' Ass'n at Syracuse, N. Y.

Oct. 2, 3 and 4. Grain Dealers National Ass'n at New Orleans, La.

## Protein Laboratory to be at Kansas City.

A trip, taken thru the state of Kansas for the purpose of ascertaining the sentiment of the trade regarding the proposal of making official protein tests on wheat arriving at Kansas City, Mo., has been completed by J. S. Hart, chief of the Kansas grain inspection and weighing department.

Most of those interested were in favor of the new plan so it is expected that installation of a laboratory will start soon, to be completed about Sept. 1.

With the equipment contemplated, it is expected that 300 cars can be tested daily, which will be ample excepting during periods of abnormal movement.

The present charge for obtaining protein test on a car in private laboratories is 75 cents, but the state owned laboratory will probably charge but 40 cents.

Before the plan can be put in operation, some legislation may be necessary.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

I. C. 142832, eastbound on the C. I. & W. Ry. arrived at Pierson, Ill., July 21, leaking wheat at end of car. The leak was temporarily repaired by our elevator foreman.—A. H. Baker, mgr., Pierson Grain & Sup. Co.

Santa Fe 43578 passed thru Happy, Tex., July 17, leaking grain. Could not determine where leak was as car was moving.—E. D. G.

Wabash 77432 set off here July 9, is still here, July 13. Agent said was new wheat.—Harry Yarder, Strawn, Ill.

Penna. 27911 eastbound was leaking wheat above the draw-bar when passing thru Chester, Neb., July 11.—Brown Lumber Co.

C. St. P. M. & O. 28,496 passed thru Le Sueur, Minn., on June 8, leaking corn very badly. We fixed it here and it went on thru.—Wierwill Bros.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Measure of Damages for Wreck in Transit?

*Grain Dealers Journal:* We had a car of wheat consigned to Minneapolis, Minn., which was wrecked and the railway company reported a total loss. We want to know if the track bid on sample the day car was loaded, the date the car was wrecked, or the date car should have been in Minneapolis would govern the settlement.—T. P. Wheatley, Gypsum, Kansas.

**Ans.:** Market value day car should have arrived at destination governs the settlement of loss.

Snipper's actual loss always was correctly based on destination value; but for many years before the Cummins amendment the shippers agreed to limit their claim to value at point of origin by accepting the uniform B/L with that clause. The carriers continued to evade their true liability in this manner until the decision of the Supreme Court of the United States May 17, 1920, held the Cummins amendment valid, in the McCaul-Dinsmore case.

It happens that Mr. Wheatley's claim is almost an exact parallel to the McCaul-Dinsmore case. In both cases the car of grain was wrecked in transit.

The value of the wheat on the day it should have arrived in the McCaul-Dinsmore case was, with interest, and less lawful freight charges, \$1,422.11. The railroad company paid \$1,200.48, based on value at point of origin, relying on the clause in the B/L; and McCaul-Dinsmore brought suit for the full amount, relying on the new Cummins amendment declaring it unlawful to have such a limiting clause in the B/L. The Supreme Court of the United States gave judgment for the full amount, \$1,422.11, or rather for the balance due, \$221.63.

### Nitrogen Factor for Protein?

*Grain Dealers Journal:* In the protein story in last Journal the statement was made that chemists use the factor 6.25 multiplied by the percentage of nitrogen to determine percentage of protein.

Can the Journal tell me the authority for this? Laboratories here use 5.7, thus stating the protein content as  $(N \times 5.7)$ , and of course the percentage would be somewhat higher if the factor should be 6.25. I understand the American Ass'n of Cereal Chemists approves 5.7 but would like to know. Of course I understand this is only an arbitrary rule, anyway, and that the percentage of nitrogen in the gluten is not fixed and invariable, but that it varies; but if we should be entitled to a factor 6.25 we'd like to get it.—C. A. L.

**Ans.:** Webster's Dictionary defines protein as "The total nitrogenous material in vegetable or animal substances, obtained by multiplying the total nitrogen by a factor, usually 6.25, assuming most proteins to contain approximately 16 per cent of nitrogen."

Professor Henry in "Feeds and Feeding" says the "Nitrogen content is found and multiplied by 6.25 to give the crude protein."

Professor Bailey of the Office of Grand Standardization of the U. S. Dept. of Agriculture and Professor E. F. Ladd of the North Dakota Agricultural Experiment Station used 6.25 as the multiplier in their most extensive tests on wheat protein, tabulated on page 53 of the Journal, July 10.

Each chemist is a law unto himself and if by reason of his own tests or other information he honestly believes that 5.7 times the nitrogen correctly represents the protein no one can compel him to certify that the content is 6.25 or more.

For purposes of comparison all should use the same multiplier and if a chemist departs from the accepted 6.25 he should so inform his clients.

The factor 5.7 was first used by Geo. L. Teller, now of the Columbus Laboratories, Chicago, in bulletin No. 42 of the Arkansas Agricultural Experiment Station, issued in October, 1896.

Professor Teller, who at that time was Station Chemist at Fayetteville, Ark., had a foot note to his tables, stating that

"Crude proteins in these analyses represent the nitrogen found, multiplied by 5.70, this factor being the result of the average amount of nitrogen found in the proteins of the wheat kernel by Dr. Osborne as given in the report of the Connecticut Agricultural Experiment Station for 1893, pages 177-179. For wheat grain this factor gives a far more accurate result than does the factor 6.25, which has heretofore been in general use."

Therefore any chemist who uses 5.7 as the factor has good authority for so doing.

If the results of analysis were stated simply in terms of nitrogen there would be no opportunity for misunderstanding.

### License in Missouri to Ship Grain?

*Grain Dealers Journal:* Is there any license required of non-residents of the state of Missouri to buy grain and ship to terminal markets?—C. A. Stuckey, Noulton, Ia.

**Ans.:** The general licensing of grain dealers was abandoned when the war came to an end and the U. S. Food Administration was discontinued. Some southern states have what is known as an occupation tax, and local municipalities everywhere have the power to license and tax merchants of all description. Missouri laws apply alike to citizens and non-citizens.

### Commission Men Exempt From Broker's Tax.

A notice sent to members of the St. Louis Merchants Exchange, by its secretary advises the payment of the broker's tax under protest by those who are not strictly in the broker class.

The Federal Government, in accordance with the Revenue Law of 1918, has been collecting annually \$50 from brokers and in the case of a member of an exchange, a secondary tax, based on the value of the membership, and \$25 from livestock commission merchants. The regulations of the Department construe the word "brokers" to cover commission merchants.

In a test case brought by E. C. Brown and S. B. St. John vs. Smetanka, Collector of Internal Revenue, plaintiff sought to recover \$25 tax paid. Judge Page of the U. S. District Court for the Northern District of Illinois rendered a verdict May 23, 1921, and reported in the Grain Dealer Journal Aug. 25, page 272, that live stock commission merchants were not brokers within the meaning of the Revenue Act of 1918. The decision relieved the live stock commission merchants of the country from further tax and also put them in line for a refund of tax already paid.

Altho Congress had this decision on record when drafting the 1921 Act it did not see fit to amend the law so as to include live stock commission men as brokers. On this basis, the St. Louis Merchants Exchange states that there is very good chance to test this matter with reference to its members who are commission merchants. They further ask that any who make payment of the tax do so with the following stipulation:

This return is made and the tax paid under protest in view of the requirements of Regulations No. 59, the protest being based upon the fact that the undersigned is solely a commission merchant and not a broker and is therefore not within the terms of Section 1001 of the Revenue Act of 1921. It is believed that the Act does not impose a tax on persons engaged solely as commission merchants and that the regulations are contrary to the Act insofar as they purport to require the tax to be paid by commission merchants. The undersigned expects to contest the validity of this tax.

Only those who are strictly commission merchants and do not do the slightest brokerage business are eligible to the claim for exemption.

The Merchants Exchange also asks that those who are eligible to send their names to the Exchange, so that the attorney representing grain exchanges in the protest, may prepare claims for refund to be filed with the Bureau of Internal Revenue as the basis for the commencement of proceedings to recover.

### Liability of Connecting Carriers.

The Supreme Court of the United States on April 10, 1922, reversed the decision of the U. S. Circuit Court of Appeals in the appeal by the Oregon-Washington R. & Nav. Co. from a judgment in favor of J. B. McGinn, involving the liability of connecting carriers.

McGinn shipped two carloads of horses from Grand Island, Neb., over the Union Pacific and two connecting lines to Spokane, Wash. Several of the animals died because they had been given unwholesome food and water at Pocatello, Idaho, on the Oregon Short Line.

The district court gave judgment for defendant railroad company. The Circuit Court of Appeals reversed the District Court, and held that Georgia, Florida & Alabama Railway Co. v. Blish Milling Co., 241 U. S. 190, 36 Sup. Ct. 541, 60 L. Ed. 948, required that, under the Carmack (now Cummins) Amendment, the terminal carrier should be bound by the contract of the initial carrier to deliver, precisely as the initial carrier is bound, and was therefore liable for any loss or damage to the property that had been occasioned in transit through the conduct of any of the carriers.

The Supreme Court said: In this we think the Circuit Court of Appeals fell into error.

The settled federal rule is that, in the absence of statute or special contract, each connecting carrier on a thru route is bound only to safely carry over its own line and safely deliver to the next connecting carrier, Myrick v. Michigan Central Railroad Co., 107 U. S. 102, 107, 1 Sup. Ct. 425, 27 L. Ed. 325; Railroad Co. v. Manufacturing Co., 16 Wall. 318, 324, 21 L. Ed. 297; and the liability of a connecting carrier for the safety of property delivered to it for transportation, commences when it is received and is discharged by its delivery to and acceptance by a succeeding carrier, or its authorized agent, Pratt v. Railway Co., 95 U. S. 43, 24 L. Ed. 336.

The Cummins Amendment deals with and modifies the common-law liability only of the initial carrier. It renders that carrier liable for loss or damage to the property committed to its care throughout the entire route by which it is billed until delivered to the consignee, but it leaves the relation of all connecting carriers, including the terminal carrier, to the shipper or consignee and to each other, entirely unaffected (Atlantic Coast Line Railroad Co. v. Riverside Mills, 219 U. S. 186, 195, 196, 197, 31 Sup. Ct. 164, 55 L. Ed. 167, 31 L. R. A. [N. S.] 7; Adams Express Co. v. Croninger, 226 U. S. 491, 511, 57 L. Ed. 314, 44 L. R. A. [N. S.] 257), and therefore their liability is as we have stated it unless modified by contract, and in this case, as we have seen, the live stock contract, under which the shipment moved, by expressly providing that "no carrier (other than the initial carrier) shall be liable for damage for loss, death, injury or delay to said animals, or any thereof, not caused by it" leaves the common-law liability of the intermediate carrier entirely unaffected, just as the statute leaves it.

The Carmack and Cummins Amendments were enacted to enable the holder of a B/L to sue the initial carrier for any loss or damage to property suffered on any part of a thru route, and thereby to relieve him from the necessity of searching out and proving a case against a terminal or intermediate carrier. 219 U. S. 186, supra, page 200, 31 Sup. Ct. 164, 55 L. Ed. 167, 31 L. R. A. [N. S.] 7. Having regard to the customary methods of doing a thru business in this country it may have been important to have given like rights against others of connecting carriers, but plainly, either from design or accident, the terms of the amendment limit its application to the initial carrier.—42 Sup. Ct. Rep. 332.

### Differences to be Investigated.

Having failed to bring about an agreeable settlement of the differences between warehouse operators and growers in the southeastern counties of Washington, the department of public works filed a complaint June 23, instituting an investigation of all public warehouses handling grain, with a view to ordering rate reductions.

Grain growers of four counties made the complaint. They allege the charges for storing grain and hay are unreasonable, so the department of public works is requiring every operator to file a report of his operations for the past three seasons. From these reports will be made the rates to be in effect in 1922.



# Senate Hearing on Capper-Tincher Bill

How disastrous the new Capper-Tincher bill may prove to the nation's grain marketing system is uncertain. It is true, however, that considerable uneasiness is felt by the more conservative members of the Senate, which body will soon be called upon to vote on the measure.

Members of the farm bloc have shown little or no disposition to meet the urgent requests of members of all branches of the grain trade for modification of the most dangerous provisions.

At the recent hearing before the Senate Committee on Agriculture & Forestry witness after witness asserted that the proposed new law is open to all the objections—and even more—of the old law held unconstitutional by the Supreme Court.

Leslie F. Gates, former pres. of the Chicago Board of Trade, in pointing out these salient objections, submitted a series of proposed amendments which he and other witnesses asserted would be essential to the successful operation of the grain marketing system. Mr. Gates in a concise, direct presentation of the outstanding objections, showed that already markets had been seriously affected because of the uncertainty created. As a result they have been narrowed and prevented from functioning with their old-time efficiency. He strenuously objected, too, against certain recitals in the new bill, recitals "in no way substantiated by testimony."

The amendments submitted by Mr. Gates were, in part, as follows:

Amend Sec. 3, page 3, line 17, by striking out the words "option or." "The reasons for striking out these words are that 'options' as technically known in the grain trade, are already covered by Sec. 3 of the existing law of August, 1921, and are taxed so that such method of dealing no longer exists," said Mr. Gates, "and these words are not applicable to the class of transactions described as being affected with a public interest. The word 'options' has an entirely different meaning from the word 'futures' in some of our largest markets, and hence the two terms should not be confused. Strictly speaking, 'options' means 'puts and calls,' and these have already been abolished in the various markets."

Same section, same page, line 18, amend by striking out the word "national." Same section, page 4, line 17, amend by striking out the word "national."

"The transactions described as being affected with a public interest cannot be changed by the use of the word 'national,' that it becomes misleading in that connection," explained Mr. Gates. "The Supreme Court in its decisions has indicated that public business is affected by a public interest and has not made any distinction as to whether the public interest shall be national or affect any particular locality. The word 'national' would not give Congress jurisdiction to enlarge the scope of interstate commerce and would not convert intra-state commerce into interstate commerce; the courts determine that from another standpoint. Under this situation the use of the word would only be misleading and could not indicate any facts to determine whether the jurisdiction should be national or state."

## Substitute for Sec. 3.

Sec. 3. That transactions in grain involving the sale thereof for future delivery as commonly conducted on Boards of Trade and known as "futures," are affected with a public interest; that such transactions are carried on in large volume by the public generally and by persons engaged in the business of buying and selling grain and the products and by-products thereof; in interstate and intra-state commerce; that the prices involved in such transactions are generally quoted and disseminated throughout the United States and in foreign countries for the information of the producer and consumer of and dealers in grain and the products and by-products thereof, and to facilitate the movement thereof in interstate commerce and intra-state commerce; that such methods of trading are utilized by shippers, dealers, millers, and others engaged in handling grain and the products thereof in interstate and intra-state commerce, as a means of hedging

themselves against possible loss through fluctuations in price; that the prices of grain on such Boards of Trade are susceptible of sudden and material fluctuations, caused by change of conditions, often worldwide, which affect the interests of the producer, consumer, and the dealers in such grain and the products thereof, and such fluctuations in price may influence the movement of grain and its products in interstate and intra-state commerce and render regulation desirable for the protection of such commerce and the public interest therein.

Mr. Gates: The reason for striking out Section 3 in the Bill and substituting in lieu thereof the foregoing, is to accurately state what occurs in the use of the prices involved in such transactions. All that is done is that these prices are recorded and forwarded by various methods to whoever desires to ascertain and use them for various purposes in commerce in the United States and foreign countries. They are simply a history of transactions and do not at all determine what shall be the prices between the producer and the consumer of grain and its products. The dealers themselves determine these prices and may or may not use these records as a basis for them. For the prices thus are determined by actual transactions governed by the law of supply and demand and by other facts which may affect the minds of the dealing parties. For the reason that the word "determining" is not accurate, it should be stricken out. For the reason that this Section does not conform to the facts as they exist and are found in daily business, this Section should be stricken out of the Bill and the substitute inserted, which does more accurately describe existing conditions, which conditions facilitate the movement of grain and its products in interstate and intra-state commerce. There is no testimony found in the published hearings on the so-called Capper-Tincher Bill of 1921, which substantiated the recital in Sec. 3 of H. R. 11843, but on the contrary, there is abundance of testimony by competent witnesses which directly contradicts and refutes such recital and shows the facts to be as above stated.

One of the principal witnesses was L. L. Winters, Chicago, writer and marketing economist. He presented evidence which upset many inaccurate and untrue contentions that had been circulated by enemies of the grain exchanges. He took particular exception to material contained in the majority report of the House Agricultural Committee, signed by Representative Tincher. He presented official quotations which disproved absolutely statements on price swings contained in this report.

Mr. Winters took occasion also to explode theories of grain exchange antagonists on the trend of wheat prices this spring.

He asserted that bullish and inaccurate reports published weekly by the department of agriculture were contributory factors to the rise in wheat prices last spring. These reports, he said, indicated a positive scarcity of wheat before July 1 and inflamed bullish sentiment. Later, when actual plenty replaced theoretical scarcity, Mr. Winters testified, the reports of the agricultural department suddenly assumed a bearish tone which induced speculative longs to unload and the decline later in May followed. Other witnesses likewise complained of the Agricultural Department's crop news.

O. P. B. Jacobson of the Minnesota Railroad and Warehouse Commission, declared Minnesota authorities would seriously object to the restoration of the provision eliminated in the House which gave federal authorities jurisdiction

over weighing services. Senator McNary, acting chairman of the committee, promised that the section would not be reinserted by the Senate.

R. A. Wilkinson, author of the Minnesota grain futures law, criticized features of the bill, declaring that such a law will narrow the market to the injury of the farmers who are the original sellers. He said legitimate futures trading gives the farmer a ready market.

James Russell, president of the Kansas City Board of Trade, J. C. Murray, Quaker Oats Company, Chicago, and Hiram Sager, former president of the Chicago Board of Trade, protested against the restrictions narrowing the market, tending to prevent proper hedging facilities. They also denounced proposed admittance of co-operative organizations and permitting them to rebate commissions in violation of the rules which have for years kept the trade upon a high business plane, and which are now being observed by all members.

Mr. Sager expressed the sentiments of business generally when he said that American business men are displeased because President Harding's slogan of more business in government and less government in business is being largely ignored and that as a result there is throughout the country a feeling of utmost uncertainty. Radical legislation is the primary cause.

In summing up the case of the grain trade, Fred B. Wells, Minneapolis, former pres. of the Chamber of Commerce, declared enactment of the bill in its present form, would inevitably result in complete elimination of the futures market.

Mr. Wells expressed disappointment that the grain trade witnesses had been extremely brief in presenting their arguments. They were brief, he said, "out of deference to the committee." He added that it was also disconcerting to find that the records were made up largely of clippings from publications unfairly criticizing the exchanges. Many of these clippings had been presented by Senator Capper. Mr. Wells urged committee members to read the testimony presented before the House, and thus obtain a more adequate knowledge of the dangers contained in the bill.

"For eighteen months," Mr. Wells said, "the farmers themselves have suffered seriously as a result of agitation for grain exchange legislation." He explained how this agitation had been reflected in the markets and how the reaction had been to the disadvantage of the farmer.

"There will be no relief," he continued, "until the agitation for unfair, unnecessary legislation ceases and the markets are permitted to function in their usual efficient manner."

Section three of the bill, Mr. Wells testified, would undoubtedly be ground for court action if it were enacted into law.

Senator Kellogg, Minnesota, objected to proposed governmental control of weighing, and also to parts of the bill concerning dissemination of market news. He said, for instance, that making it an offense to "carelessly disseminate an inaccurate market report might result in putting the agricultural department in jail." He wanted this section of the bill modified.

Senator McKinley of Illinois presented to the committee a letter from Charles J. Peters, chief state grain inspector, urging amendment of the legislation so as to obviate the possibility of federal incursion into state inspection work, and served notice that he would press the amendment. But with the pending legislation receiving the backing of both the department of agriculture and the farm bloc in congress the Illinois senator said he was not sanguine of success.

Objections to the grain trade amendments were made by Chester Morrill and Rollin E. Smith, both associated with the department of agriculture.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Shippers Stripped by Exporters' Discounts.

*Grain Dealers Journal:* Why man, it's as clear as mud to me! When wheat was worth \$3.00 per bu., the correct dock for No. 5 wheat was 14 cents. Now that wheat is worth \$1.00 per bu., anybody on earth can see that the dock should remain the same, and can as easily see that the country shippers and intervening elevators are going to pay docks that will take the very pants off of us each season.—R. E. (Bob) Thompson, Richardson, Texas.

### Depends on Protein Tests for Selection of Milling Wheat.

*Grain Dealers Journal:* With reference to protein test in judging the strength of wheat for milling will say for your information, that we have our own laboratory, and practically every large mill in the United States also maintains a laboratory for its own use.

In order to secure proper results, it is necessary to maintain a certain gluten and protein content. We consider around 12½% protein sufficient. Most years when the wheat is of good quality, we receive a lot of wheat that runs much above 12½% protein, and of course, a lot of wheat running considerable under this amount in protein.

We make our own mill mixtures, and maintain the strength that we desire. This is much more satisfactory than trying to buy wheat already mixed by some elevator. Very truly, Texas Star Flour Mills, J. C. Crouch, Manager Grain Dept., Galveston, Tex.

### Demand a Premium for the "or Better" Grade.

*Grain Dealers Journal:* At our last meeting a resolution was adopted relating to the purchase and sale of wheat on the Government Grades, with No. 1 as the basis, I wish to urge each dealer to buy and sell accordingly.

A number of dealers said they did not sell "No. 2 or better," notwithstanding the card bids were made that way. They refused to enter into such a contract and so far have been able to sell and settle according to grade. When they sold No. 2 it was with the understanding and contract that they were to receive a premium for No. 1.

We were directed to bring this matter to the attention of the Grain Exchanges and car lot buyers, which we have done, and we received information from one Exchange that their members bought on the basis of No. 2 with 1½c per bu. premium for No. 1, and from another Exchange that they had posted a copy of our request. Three millers who buy large quantities of Indiana wheat buy on No. 2 basis with a premium of 2c per bu. for No. 1. This practice will certainly appeal to our country dealers who desire more for No. 1 than for No. 2 and should not sell on any other basis. It is the experience of some shippers that they have practically no trouble in selling on No. 2 basis with a premium for No. 1 if they demand it.

It is the hope and desire of this Association that all country dealers buy and sell on the basis indicated. Wilbur E. Sutton says, "Successful men are those who do things that can't be done." We think our country grain dealers

can do this thing, even if they think it can't be done. The farmers rightfully expect a full price for their high grade grain and if they get it they will strive the harder to produce such grain. If they don't get it, they will go on agitating and fighting the grain dealers as they do those whom they think are their enemies. These are times country dealers can either win back the confidence of their farmer friends or further alienate them, which will you do?—Chas. B. Riley, Sec'y Ind. Grain Dealers Ass'n, Indianapolis, Ind.

### Farmers Getting Their Eyes Open.

*Grain Dealers Journal:* What reason can Clifford Thorne and C. H. Gustafson assign for their ignominious defeat for the United States Senate in the agricultural States of Iowa and Nebraska, respectively, where farmers actually do the voting. These gentlemen have labored incessantly in season and out of season for the Agricultural Bloc and the U. S. Grain Growers, Inc., only to be repudiated and left on the "scrap heap" of universal discontent along with the U. S. Grain Growers, Inc. The munificent salaries of \$22,000 and the \$10,000 per annum they draw respectively from their organization, U. S. Grain Growers, seems to have not made them popular enough to land the Senatorial toga, even in Iowa or Nebraska.

Gustafson, the President and chief spokesman of the Grain Growers, was a bad fourth in the race in Nebraska, being so far behind his competitors that they cannot give him a decent relative position. Oh, yes, the farmers are "ferniest" the business interests of the country, so their enthusiastic adherents say, yet their old-time common sense and patriotism shows up at the right time and the "skids" are placed under these two functionaries and over they go as martyrs into the slough of organized discontent.

We have in mind another case in which the farmers repudiated a candidate for the U. S. Senate who had voted for all the measures sponsored by the Agricultural Bloc in Washington and he let the people know he had done so and that he was pledged to and in sympathy with all such class legislation, though it was unconstitutional as he well knew. His competitor before the primary proclaimed in speech and otherwise that he was against all blocs, irrespective of the interests represented, that he was against all kinds of class legislation and would so vote if elected. The result of the primary disclosed the fact that this latter gentleman got the farmer vote, was nominated and will be elected. This is another illustration of the non-purchasable character of the real farmer vote for class legislation, even when such legislation originates with the "Agricultural Legislative Committee" and Bloc in Washington.

The people as a whole can be trusted in great emergencies and the farmers' common sense can be relied upon to save them from the controlling influence of their sympathetic tho designing friends whose tears of commiseration ever flow and flow and flow until the object of their sympathy and grief yields up the amount of coin desired by the loquacious solicitor. Oh, what a great thing it is for patriots (?) to have an opportunity for extracting the gold from their victims under the guise of friendship and benefaction at the rate of \$10 per membership in the U. S. Grain Growers.

Where are the orators who charmed and paralyzed the farmers with their recitations of committed wrongs and promises made that gold (moonshine) would flow from the rainbow at their bidding? The malcontents and the orators may yet get their share if they only hold the bag at the right place, though Thorne and Gustafson seem to have failed to get there. Some think there is a greater opportunity for rich reward if they indulge in the old time pleasure incident to holding the

"bag for snipe" to be driven into by the "wise ones" whose qualifications better fit them for snipe hunting than for revolutionizing the marketing systems of the world by and through their "hot air" method.—An Observer.

### Government Regulations Depressing Grain Markets.

*Grain Dealers Journal:* In the United States just now we are in the throes of a struggle between essential industries and labor, which should it prove a fight to the finish might plunge this country into industrial and commercial demoralization and chaos resembling that which now exists throughout the greater part of Europe.

Confidence in our government, both national and state, has been lessened through the declaration that labor is a favored class and must be so regarded in legislative enactments. To this attitude must be charged in part recent hideous murders and other heinous crimes by labor which have gone unpunished, and with no attempt on the part of the public officials to bring the culprits to justice.

Confidence in the market has been destroyed largely because the government, regarding the farmers as a favored class, insists on supervising, controlling and regulating the markets for farm products and the marketing machinery. The control of business institutions as now practiced by our government through the exercise of police power is an invasion of individual rights which goes far beyond anything intended by the constitution of the United States, and in the end will destroy the prosperity of all classes. The farmer and the laboring man who placidly accept special class legislation for themselves will find that they are nursing an adder which in time will sting, and perhaps destroy them.—Very truly, Hulburd, Warren & Chandler, Chicago.

### Business for Revenge Unprofitable

*Grain Dealers Journal:* Every harvest brings its troubles and not infrequently they grow out of the competition between local mills and elevators, as in the absence of the recognition of mutual interests the miller frequently pays a price for wheat that makes it prohibitive for the shipper.

All millers are entitled to the same profit on grain handled as elevator men are entitled to, then they are entitled to the further profit for manufacturing it into mill products so if they wish to abandon the first profit and rely upon the manufacturers' profit alone they can make it very difficult for grain shippers generally, for the high prices paid producers are heralded throughout the whole territory, even 40 miles around.

Now, one reason many millers insist on paying the higher price is because they have no interest in the success of elevator people. Human nature is pretty much the same in all classes of men and the miller being able to make the manufacturer's profit is in position to make it uncomfortable for shippers who must go into a world competitive market.

If all elevator operators in this State would give all or the greater part of their trade in mill products to local and other Indiana mills, they would do much to create and maintain the co-operative spirit and the principle of "live and let live." To be frank, why should the miller sacrifice anything to the elevator man who refuses to handle his product, but rather buys flour and other mill products from beyond the State lines. Would elevator men feel like sacrificing a share of their profits to the miller without any compensation by co-operation or otherwise? We have occupied the position of both the grain dealer and the miller in days past and realize how anxious both are to keep going on a fair basis of profit. We also realize how millers desire the local or domestic sale of their products and how they



naturally resent the activities of the local grain men in bringing in flour from other states, men asking them to protect the grain shippers maintaining prices on a shipping basis.

Get all the resentment out of your system and do unto others as you would have them do unto you. Men are in the grain business for service and profit, not to gratify or furnish themselves with facilities and opportunities for striking at others. Such practices are unworthy, unprofitable and unjustified.—Yours truly, Chas. B. Riley, Indianapolis.

### Time to Wake Up.

**Grain Dealers Journal:** Until merchants and business men everywhere, whose activities are badly crippled, and who thru interference with their business and throttled legitimate facilities, are heavy losers, are more active in voicing their complaints and their opposition to the unlawful methods of the labor leaders in the strike, the public welfare will be given only passing consideration in the efforts of the politicians.

It is time to wake up, and let the political leaders of the nation learn some of the problems and the losses of those who are always the "goat" when strikes are invoked.—Pope & Eckhardt Co., Chicago, Ill.

### Demand Repeal of Laws Requiring Licensing of Miners.

Unanimously adopted by the Board of Directors of the Associated Employers of Indianapolis, Inc., July 19, 1922.

**Resolved:** By the Board of Directors of the Associated Employers of Indianapolis, Inc., on July 19, 1922, for and on behalf of its membership of several hundred representative business men, employers of labor, large tax-payers, and several million independent workers, that we urge upon Governor Warren T. McCray of Indiana the immediate legislative repeal, if necessary, of the Indiana law that may retard the opening of the coal mines under Presidential order and governmental protection, because said law provides that every coal miner shall be licensed to work at his trade under certificate issued by a State Examining Board composed of two union coal miners selected by the mine workers' union and one member chosen by the coal operators; and, be it further

**Resolved:** That we urge the responsible citizenship of Indiana to stand behind Governor McCray in the calling of a special session of the State Legislature, if necessary, to secure the repeal of this law should its present operation prevent the carrying out of the President's proclamation directing that the coal mines of the nation shall go on a production basis.

### Improvements Contemplated at Buffalo.

At a recent hearing attended by representatives of the grain trade and representatives of the Great Lakes Steamship lines, the municipal authorities promised immediate action to carry out the improvements in the Buffalo harbor needed to facilitate the movement of lake grain to and from terminal elevators.

An appropriation of \$500,000 has already been allowed by the United States government for the improvements of the outer harbor, but a survey made by marine and grain trade interests gives a total of \$3,000,000 as the amount needed to complete the program.

In a lengthy report submitted to the municipal authorities by the representatives of the grain trade were given the facts that 221,000,000 bus. of grain are handled annually at Buffalo, 2,500 ships arrive and clear annually and that industries along the water front represent an investment of more than \$100,000,000, having an annual payroll of \$31,557,000.

Among the improvements suggested by the grain trade were deepening of the Buffalo harbor to a uniform depth of 21 feet; removal of various shoal areas at the harbor entrance; push back the dock line opposite the new Dellwood Elevator and to erect increased dock facilities along the upper end of the Buffalo River.

Some of those who participated in the meeting and who urged the harbor improvements were Clement H. Cochrane of the Washburn-

Crosby Co.; Godfrey Morgan of the Spencer Kellogg Co.; Edward Douglas, of the Buffalo Corn Exchange; H. T. Kneeland, representing the terminal elevators. Adam E. Cornelius of the Boland & Cornelius fleet of grain carriers, was spokesman for the shipping interests. Many officials of the larger banking houses of Buffalo and steamship companies of Buffalo and Cleveland were also present.

### Grain Dealers Meet at Superior.

A Group Meeting was held recently in the American Legion Rooms, Superior, Nebr., a large number of grain dealers, millers, bankers, and others from northern Kansas and southern Nebraska being present.

After a few words of welcome from Presi-

dent Scouler of the Grain Exchange, several subjects of general interest were discussed.

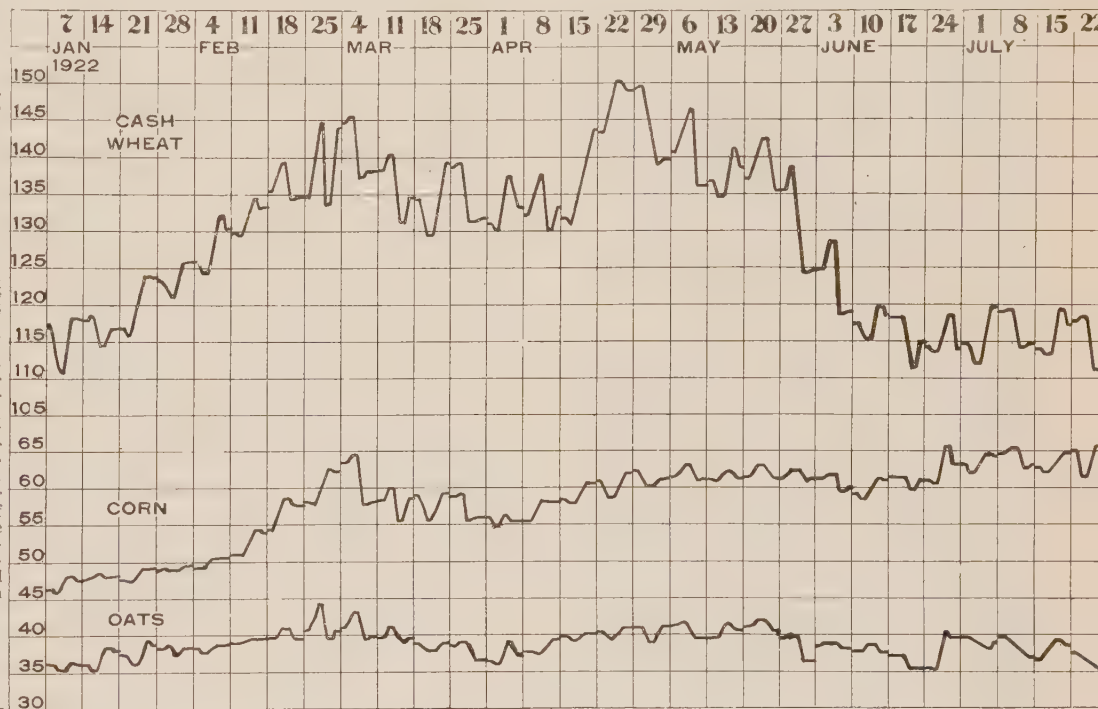
E. J. Smiley, Secretary of The Kansas Grain Dealers Ass'n, gave a very instructive address covering many subjects of interest.

After some discussion the meeting was addressed by Hon. J. S. Hart, Chief Inspector for the State of Kansas, who gave a very interesting talk, chiefly on various aspects of inspection of grain at terminal markets and the use of protein tests in buying and selling wheat. Mr. Hart is an authority and his speech was much appreciated.

The Superior Grain Exchange, with the assistance of the Business Woman's Council of Superior, served refreshments at the close of what was a very successful meeting.

### Cash Wheat, Corn and Oats Fluctuations from Jan. 1 to July 22.

Opening, high, low and closing average prices of No. 2 red winter wheat, No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each week a few cents above or below the extreme charted.



### Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for September delivery at the following markets for the past two weeks have been as follows:

#### SEPTEMBER WHEAT.

	July 10.	July 11.	July 12.	July 13.	July 14.	July 15.	July 16.	July 17.	July 18.	July 19.	July 20.	July 21.	July 22.	July 24.
Chicago .....	111½	114½	113	115½	113½	114	111½	112½	111	112½	110½	109½	107½	103½
Toledo .....	113½	116½	115½	117½	116½	116½	117	114½	113	114½	113½	111½	109½	103½
Kansas City .....	104	107	105½	107½	106½	106½	104½	104½	103	104½	102½	100½	99½	93½
St. Louis .....	108½	111½	110½	112½	111	111½	109	109½	108½	109½	107½	106½	104½	98½
Minneapolis .....	119½	121½	121	122½	120½	121½	117½	117½	116½	118½	115½	114½	113	107½
Duluth (durum) .....	104	106½	105½	106½	105½	105½	104½	104½	103½	105	104½	101½	100½	93½
Winnipeg (Oct.) .....	116½	118½	117½	119½	118½	118½	117½	117½	116½	117	116½	114½	113½	107½
Milwaukee .....	111½	114½	113½	115½	113½	114½	111½	112	110½	112½	110½	109½	107½	103½

#### SEPTEMBER CORN.

	July 10.	July 11.	July 12.	July 13.	July 14.	July 15.	July 16.	July 17.	July 18.	July 19.	July 20.	July 21.	July 22.	July 24.
Chicago .....	63½	64½	64	64½	64½	64½	63½	63½	64½	64½	64½	63½	62½	62½
Kansas City .....	57½	58½	57½	58½	58½	59	57½	56½	57½	57½	56½	55½	55	55
St. Louis .....	62½	63½	62½	63½	64½	64½	63½	63½	64	63½	63½	63	62½	62½
Milwaukee .....	63½	64½	64½	64½	65	65	64	63½	64½	64½	64½	63½	62½	62½

#### SEPTEMBER OATS.

	July 10.	July 11.	July 12.	July 13.	July 14.	July 15.	July 16.	July 17.	July 18.	July 19.	July 20.	July 21.	July 22.	July 24.
Chicago .....	36½	37½	36½	37½	37	37½	36½	36½	35½	35½	35½	34½	34	33½
Kansas City .....	36½	37½	36½	37½	36½	36½	35½	35½	35½	35½	35½	34½	34	33½
St. Louis .....	36½	37½	37½	37½	37	37	37	37½	37½	37½	37½	36½	34½	34
Minneapolis .....	32½	33½	32½	33	32½	32½	31½	31½	31½	31½	31½	30½	29½	29½
Winnipeg (Oct.) .....	46½	47½	46½	47½	46½	47½	46½	46½	46½	46½	46½	45½	45	44½
Milwaukee .....	37	37½	37	37½	37	37½	36½	36½	35½	35½	35½	34½	34	33½

#### SEPTEMBER RYE.

	July 10.	July 11.	July 12.	July 13.	July 14.	July 15.	July 16.	July 17.	July 18.	July 19.	July 20.	July 21.	July 22.	July 24.
Chicago .....	81½	83½	82½	83½	82½	82½	81½	81½	81½	82	81½	81½	80	79½
Minneapolis .....	74	75½	74½	75½	74	74½	73½	73½	73½	74½	74½	73	71½	71½
Duluth .....	78½	80½	79½	80½	80	79½	78½	78½	79	79½	79	78½	76½	76½
Winnipeg (Oct.) .....	79½	80½	80½	81	80½	80	79½	79½	79½	79½	79½	78½	76½	76½

#### SEPTEMBER BARLEY.

	July 10.	July 11.	July 12.	July 13.	July 14.	July 15.	July 16.	July 17.	July 18.	July 19.	July 20.	July 21.	July 22.	July 24.
Chicago .....	61½	61	61	61	61	61	59½	59½	60	59½	59½	58½	57½	57½
Minneapolis .....	53½	53	52½	53	53	53	52	52½	52½	52½	52	51½	51	51½
Winnipeg (Oct.) .....	60½	60½	60	60½	60½	60½	60½	60	59½	59½	59½	58½	57½	57½



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### ILLINOIS.

Springfield, Ill., July 19.—Light to heavy showers fell over most of the state, being excessive in parts of the west-central area during the first of the week. Corn is tasseling and is mostly laid by. It was benefited by the rains, but some of the southern counties need good rains. The winter wheat harvest is about completed. Threshing is general, with varying results. There has been some delay in the south as a result of showers. The cutting of spring wheat has started. Oats are being harvested and some have been threshed in the south. The results are disappointing. Some oats are being cut for hay.—Clarence J. Root, meteorologist.

Springfield, Ill., July 24.—Corn reports indicate about an average condition for the state. Recent weather slightly cool for corn but the crop is coming along quite favorably considering the late and uneven start. The state acreage is estimated to be 2 per cent less than that of last season. Winter wheat and rye harvest is practically completed. Thrashing is reported to be over half completed in the South and is now under way in the North with varying yields. The earlier crop promise for the state was somewhat shortened by adverse June conditions but continues above average for wheat and nearly up to average for rye, with quality mostly fair to good. The state crop situation shows little change from the government estimate of July 1st. Reports mostly indicate that the early market movement will be liberal if cars are available. The condition of oats was benefited in the North by rains and cooler weather, but the prospect is little changed in the south where many fields were stunted by the June drought and were cut with a mower. Harvest is well advanced and part of the crop thrashed in many counties in the southern half of the state. The bulk of reports show a light crop.—A. J. Surratt, agricultural statistician.

Chicago, Ill., July 22.—The principal change in the Upper Mississippi Basin states (Ill., Ind., Ohio, Mich., Wis., Iowa, Mo., Kan., Neb., Minn., S. Dak. and N. Dak.) in the corn and wheat belt has been for the better. There has been some slight interference with harvesting and threshing operations in parts of Kansas and Missouri. Some wheat was damaged in the shock, and in some sections the excessive rains of the early part of the week and the end of last week, washed away many crops. Some damage also occurred in the state of Michigan, but just how severe, it is still too early to tell. Taken as a whole, the moisture conditions were rather more beneficial than damaging; as damage occurred only locally. In spite of considerable rain over much of this territory, there are still some dry spots; these are found in various sections of this great area. Minnesota, Nebraska, Iowa and Illinois, showing the greatest proportion of these small, dry localities. The temperature conditions are reported to have been a little too cool in the more northwesterly states of the group particularly. This, while favorable to small grain, has reflected itself somewhat in the growth of corn. The corn crop is growing slowly, but is looking exceedingly well in spite of this, and it is becoming more and more apparent that the weather conditions of early fall, will either make or break this crop. The corn crop by states looks as follows: Illinois, good to very good, although a little late. Indiana, looking good, but a little late; is now starting to tassle. Ohio, somewhat spotted, ranging from fair to good; it has been a little too dry. Wisconsin, generally good, but a little late owing to cool weather. Iowa, good to very good, outside of low spots. Missouri, a good prospect, although some of it suffered from too much water; others were improved by rain. Kansas, looks good at present time. Nebraska, looking fine, although some parts need rain. Minnesota, corn good to excellent, except in dry sections. South Dakota, coming on very nicely, although it has been a little too cool nights. Harvesting of small grains is progressing quite rapidly and much threshing has been

done in the more southerly and westerly of this group of states. Wheat yields are reported to be very variable; most of it not coming up to expectations. We find yields reported from Illinois of 20 to 30 bushels, Indiana, 12 bushels up; Ohio, 15 bushels and better; Missouri, yield small; Kansas, 12 to 18 bushels. In the balance of these states wheat is rapidly maturing, or is ready for being threshed, and it ranges fair to good. A large hay crop has been cut in practically all of these states, as well as a good crop of clover and alfalfa. Oats is not showing very much improvement, and our earliest prognostication on this crop is born out more and more, namely; that it will be a light one.—F. Baackes, v. p., American Steel & Wire Co.

### INDIANA.

Flatrock, Ind., July 12.—Wheat about average yield—8 or 10 bus. per acre. Good quality. Young clover all killed. Corn is suffering. Having first local showers in 60 days.—W. R. Nading, Mgr., The Flatrock Elevator.

Mardenis (Huntington P. O.), Ind., July 15.—Crop conditions in this territory are very good. Oats are very short, but owing to recent rains they will improve some. Corn crop is above the average and present conditions are encouraging, although planting was delayed somewhat. New wheat is very good in quality. Wonderful crop of clover.—A. L. Vickey, Mgr., Mardenis Elevator.

### IOWA.

Des Moines, Ia., July 18.—Excessive rains occurred this week in all but the extreme northern and western counties. The rain was attended by strong wind and hail in many localities. The principal damage so far reported is in Black Hawk, Boone, Cerro Gordo, Fayette, Greene, Polk, Story and Wright counties. Temperature and sunshine were again deficient. Harvesting and threshing were delayed in the storm area. Unharvested small grain, mostly oats, was beaten down by wind and rain over large areas. Threshing of winter wheat, barley and early oats, which was well under way in the southern third of the state, was interrupted by the rains. Shocked grain was saturated and in some cases has started to heat, germinate and rot. The dry, sunny weather that is following will help dry the grain, much of which will have to be spread out for this purpose. Early threshing returns show a yield of winter wheat slightly above the average and quality excellent. The recent cool, moist weather has beneficially prolonged the ripening of late oats. Early oats that have been thrashed yielded a little better than expected, though considerably below the average. The quality is better than last year. Much hay has been damaged in the making. Corn has made good growth. Tasseling is becoming general and ears are appearing in the earliest fields. In general the crop is about a week or ten days later than last year.—Charles D. Reed, meteorologist.

### KANSAS.

Sedgwick, Kan., July 14.—Wheat is in bad shape here on account of high water; but I think it will come out in fair shape if it stops raining.—H. E. Hickerson.

Wichita, Kan., July 10.—Crop conditions through this section are very satisfactory. Wheat is heavy and generally well filled. Weather conditions are not the best for threshing, but no serious damage done as yet.—Star Eng. Co.

Pretty Prairie, Kan., July 19.—Rain is damaging wheat in shock and stack. Very little threshed yet account wet weather. Harvesting about all done. Wheat will average about 14 bu. here, but is light test. Mostly grading No. 3 and 4.—S. E. Young, Mgr., Collingwood Grain Co.

Topeka, Kan., July 22.—Winter Wheat: Harvesting of wheat has been finished in the eastern half of the state. In the western half there is still considerable to cut. Edwards, Stafford, Pawnee, Kiowa, Edmond and Hodgeman counties, in the southwest, report 46, 22, 31, 22, 38 and 32 per cent, respectively, yet to cut, while in the northwest, always the last to harvest because of the later season, an average of about half of the wheat is still standing and as much as 71 per cent in Sherman and 66 per cent in Cheyenne remaining to be harvested. As to the probable quality of this year's Kansas wheat crop, growers are of the belief that 9.15 per cent will grade No. 1; 38.9 per cent No. 2; 34 per cent No. 3; 13.1 per cent No. 4; or 95.2 per cent in the four grades. Corn: The corn crop is flourishing. Based on 100, the condition of the 5,090,000 acres of growing corn, is 89.2, the highest July rating in

years. This is a gain in the past thirty days of 6.4 points; is 2.65 points above the July average of last year and is 5.7 points above the 5-year average. The weather during the month could scarcely have been more favorable; soil conditions favor continued rapid growth, and the fields are exceptionally clean. The higher average conditions generally prevail in the northern half of the state and the prospect is especially promising in the famous corn-producing counties of the northern tier. Cloud county leads with a corn condition of 98, followed by Decatur and Ellsworth each with 97, Clay, Riley and Republic 96, and Jewell, Marshall and Lincoln with 95. The lowest condition, 78, is in Elk and Wilson, in the south-east, due to a combination of over-wet soil and damage by chinch bugs. This year's Kansas corn acreage is about 13 per cent greater than in 1921, but under the 5-year average by 14 per cent. Oats and barley: Early threshing returns suggest that the June forecasts of 33,000,000 bushels for the state oats crop and 23,000,000 bushels for barley were close approximations.—J. C. Mohler, sec'y State Board of Agriculture.

### MARYLAND.

Washington, D. C., July 11.—The growing condition of various crops on July 1, expressed in percentage of the 10-year average was as follows: Broom corn, 102.6%; grain sorghums, 102.2%; field beans, 97.2%, and millet, 96.8%. The total production of various products this year, compared with last year is estimated as follows: Flaxseed, 132.2%; rice, 107.1%; broom corn, 161.5% grain sorghums, 105.2%, and beans, 139.6%.—U. S. Dept. of Agri.

### MINNESOTA.

Akely, Minn., July 22.—Crop short in this vicinity owing to nearly continuous drouth since seeding. Drouth has not been broken here since May 1.—John Bouck, agt. H. C. Ervin Co.

Minneapolis, Minn., July 19.—The northwestern crops have developed favorably during the past week. With the exception of two warm days, the weather was cool and excellent for filling. There has not been much rain. This has been favorable for the harvesting of rye. Early returns show very good yields, some being reported from 25 to 30 bu. per acre, and of high quality. Oats and barley are being cut in South Dakota and Minnesota. In places the yields will probably be good, but in others, only fair. A high quality of both oats and barley is indicated at present. We have received a number of complaints of a large amount of wild oats and weeds in the eastern districts. This will have a tendency to reduce the yields of various grains. There have been several bad hail storms in North and South Dakota, some of them covering wide areas. Considerable damage resulted locally. The general condition of wheat and durum is very satisfactory. In western North and South Dakota and eastern Montana big yields are predicted, providing there is no unusual damage within the next two weeks. There is a large district in north central Montana that has suffered both from grasshoppers and dry weather. Much of the wheat there has been cut for feed. The next ten days are crucial ones for the wheat crop in the northern districts. The harvesting of wheat will probably start in South Dakota the latter part of this week. In southern North Dakota some fields show evidences of ripening. The condition of flax at this time is considerably above the average. There are very few complaints of damage. Some flax is in blossom, but a large part of it is bolting. With occasional showers and a continuation of present conditions, the crop should show a total yield considerably in excess of last year, altho there was but little change in the acreage.—The Van Dusen Harrington Co.

### MISSOURI.

LaDue, Mo., July 15.—Growing wheat looks only fair. Oats looks good but no acreage. Corn looks good but liable to be damaged by chinch bugs which are numerous.—Otto Volkmann, mgr. LaDue Grain & Sup. Co.

Jefferson City, Mo., July 12.—Chinch bugs are more menacing in Missouri at this time than at any time during the past 25 years, according to report of Jewell Mayes of the State-Federal Crop Reporting Bureau. Practically every county from Bates eastward to the Mississippi river reported damage by the bug to wheat, oats and timothy, and they have already moved to corn, killing some fields and threatening others.



## MONTANA.

Hardin, Mont., July 8.—Fine prospects for this year's wheat. Harvest will start about Aug. 1.—Fred Mitchell, J. W. Denio Mfg. Co.

Havre, Mont., July 9.—Crop conditions are quite spotted. While there are some good crops north of here, about one-half of our territory is practically burned out and the country which had a good crop prospect had a big hail storm July 4 which reached the Canadian border. While spring wheat may come back somewhat, the rye and winter wheat will be practically a total loss.—C. A. Slynstad, mgr. H. Earl Clack Co.

Great Falls, Mont., July 12.—Taken as a whole the soil and weather conditions in the state have been quite satisfactory since June 1. Montana is a large state and would be especially favored if ideal conditions could prevail in the entire area. It is quite true that crops suffered severely from heat and drouth in the north central and northwest part of the state during the period from June 25 to July 6. This condition has since been changed, as all of the affected territory has had copious rains during the period from July 7 to 9. Limited areas were perhaps beyond recovery but even where conditions were the worst the recent rains will be a wonderful help. Precipitation of from one and a half to two inches are reported from many sections.—J. Watkins, sec'y Northwest Grain Dealers' Ass'n.

## NEBRASKA.

Bloomfield, Neb., July 13.—Storm of July 8 badly damaged the crops here.—H. F. Cunningham.

Bloomfield, Neb., July 13.—The cyc'one that visited this county on the 8th did not hit the town. The damage was done to farm lands about seven miles outside of town. About 40 acres each of corn and oats were ruined.—E. Herrmann.

Byron, Neb., July 8.—Wheat threshing just commencing and looks like about a half crop of badly shriveled grain. Oats very light, but never saw a finer prospect for corn at this time of the year.—H. C. Gregory, J. F. Gregory & Sons.

## NORTH DAKOTA.

Kensal, N. D., July 8.—Crops look fair only, wheat is thin and dirty but is filling well.—J. C. Ashby, Kensal Farmers Elevator Co.

## OKLAHOMA.

Oklahoma City, Okla., July 10.—A large increase has been noted in corn acreage in many southern counties, a decrease in other counties. Estimate is 101% of last year's crop. Condition is 80% of 10-year average and 80% of July 1 average. All of oats crop has been harvested, and condition is 66% of 10-year average.—H. H. Schutz and W. B. Hamlin, statisticians.

## TEXAS.

Hamilton, Tex., July 10.—Oats here are almost a failure, testing from 18 to 24 lbs. per bu. Wheat tests from 45 to 52 lbs. per bu. Many fields have been abandoned.—Hamilton Mill & Elevtr. Co.

Amarillo, Tex., July 22.—We have a large acreage of row crops in this territory and at the present time it is beginning to need rain, but if it rains within a reasonable time, we will make a good row crop.—H. L. Kearns, sec'y Early Grain & Elevator Co.

## WISCONSIN.

Madison, Wis., July 14.—The continued increased use of corn as silage and the three successful crops during the past three years have further stimulated the production of this crop in Wisconsin. Area is estimated at 2,219,000 acres as compared to 2,110,000 in 1921 and a 5-year average (1916-1920) of 1,853,000 acres. Production forecasted from July 1 condition is 88,872,000 bus. compared to 97,482,000 bus. produced last year and a 5-year average production of 69,139,000. Condition on July 1 was 89% of normal, compared to 95% on July 1 last year and a 10-year average (1911-20) of 83.9%. The crop was well advanced on June 15th, but has stood still since that time due to cool weather. The condition of oats declined 4% during June—from 94% on June 1 to 90% on July 1,—compared to 96% last year and a 10-year average of 92.3%. Production is now forecasted at 97,040,000 bus., compared to 98,968,000 on June 1, 63,938,000 bus. produced in 1921 and a 5-year average of 95,497,000. The Wisconsin barley crop is now estimated at 13,379,000 bus., compared to 14,145,000 on June 1, 10,642,000 bus. produced last year and a 5-year average of 18,-

514,000. Condition on July 1 was 87%, compared to 93% on June 1, 84% last July, and a 10-year average of 91.7%. The Wisconsin rye crop is estimated at 7,545,000 bus., compared to 7,628,000 bushels forecasted from June 1 condition, 4,756,000 bushels produced in 1921 and a 5-year average of 5,661,000. Condition on July 1 was 91%, compared to 92% on June 1, 88% on July 1 last year, and a 10-year average of 90.5%. Winter wheat production on the basis of July 1 condition is estimated at 1,911,000 bus., compared to 1,896,000 forecasted on June 1, 1,424,000 bus. produced last year, and a 5-year average of 1,729,000. Condition on July 1 was 83% as compared to 82% the previous month, 80% a year ago and a 10-year average of 87.5%. Spring wheat production is estimated at 1,526,000 bus. as against 1,556,000 bus. forecasted on June 1, 1,338,000 bus. produced last year and a 5-year average of 4,601,000. Condition on July 1 was 86% compared to 90% last month, 76% on July 1, 1921, and a 10-year average of 91.0%. Total wheat production is forecasted at 3,437,000 bus. compared to 3,452,000 bus. last month, 2,762,000 bus. produced last year, and a 5-year average crop of 6,330,000 bus.—Jos. A. Becker, Wisconsin Co-Operative Crop Reporting Service.

CORN PRODUCTION in the southern hemisphere for Argentina, Chile, Southern Rhodesia and the Union of South Africa is given as 201,904,000 bus., or 70.6 per cent of the production in 1920-21, or 92.5 per cent of the average for the five years 1915-16 to 1919-20.

VERNON W. VAN FLEET of Indiana has been appointed a member of the federal trade commission. He was formerly judge of the Superior Court at South Bend. Since March, 1921, he has been special assistant to Attorney General Daugherty.

DUSSELDORF, GERMANY.—On June 30 there was established the Grain Financing, Ltd., with a capital of 25,000,000 marks for the purpose of financing German grain imports. The associated banks intend to finance German grain imports by the medium of this new undertaking and will place large sums at disposal of the new company.

A CREW of speakers and organizers has invaded the county surrounding Newbern, Tenn., to organize the "United Farmers of America." Much interest is being manifested by the farmers and they are eagerly letting go of their cash subscriptions to the promoters who dwell on "the co-operative plan" and "eliminate the middleman's profits."

## Russia To Be Big Wheat Producer.

In the old days under the Czar, the Cossack and the German overseer, the landowner and the Czar took the majority of what the peasant could get from the soil. Now the government gives him no title to the land, but allows him to occupy it on payment of his tithe, which practically amounts to 15% to 20% of his production. Today, as never before, the Russian peasant gets the fruit of his own labors. He formerly produced 7 or 8 bushels of wheat an acre. When the famine days are over and there is political and economic reconstruction and an inflow of capital with machinery, Russia will produce twice this an acre and Krassin told me at Genoa that the expectation under a proper system was above 25 bushels an acre.

Six years ago Russia produced more wheat than the United States and exported the majority of it. I think many of us will live to see Russia producing two billion bushels of wheat or twice the production of the North American continent. This is something we have to contemplate in the United States when we are satisfied that Russia has turned. The return of Russia is a pivotal point for the world and you can look forward to it that Russia is coming back. The Russians told me at Genoa that the peasants of the country had for the first time tasted luxury, the luxury of fruitage from their family labors, and they would be the great agricultural producers and great industrial consumers in the world.

From an address by Clarence W. Barron before the New England Bankers Ass'n.

## Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

### INDIANA.

Manson (Frankfort P. O.), Ind., July 12.—Movement of grain fair.—J. C. Jordan, Manson Grain Co.

Flatrock, Ind., July 12.—Wheat about one-half threshed.—W. R. Nading, mgr. The Flatrock Elevator.

Mardenis (Huntington P. O.), Ind., July 15.—New wheat is being threshed. Farmers are cutting their new seed crops.—A. L. Vickey, mgr. Mardenis Elevator.

### MINNESOTA.

Minneapolis, Minn., July 15.—This market had its first car of new winter wheat today. It came from Tekamah, Neb., graded No. 1, tested 60½ pounds to the bu. and sold for \$1.29 per bu.

### MISSOURI.

LaDue, Mo., July 15.—Very little wheat left in farmers' hands. They are not disposed to sell wheat at \$1.00.—Otto Volkmann, mgr. LaDue Grain & Sup. Co.

### NEW YORK.

New York, N. Y.—Receipts of flaxseed at this market during June were 765,342 bus. Receipts of all other seeds at this market were 2,524 bags.

## Progress on the Tariff Bill.

The senate on July 11 voted 52 to 13 in favor of the existing emergency tariff rate of 3 cents a pound on unshelled peanuts and 4 cents a pound on shelled peanuts.

Other rates approved of during the same session were: soy beans, 4 cent a pound; flaxseed oil, 3½ cents a pound, this being an increase of 1 cent a pound over the adopted house rate; castor oil, 4½ cents, an increase of 1½ cents over the house rate; rapeseed oil, 6 cents a gallon; flaxseed, 40 cents a bushel, 15 cents over the house rate; cotton seed, one-third cent a pound.

The debate on soy beans developed sharp discussion, and opposing the soy bean rate, Senator Frelinguysen said this works an injury to farmers by cutting down exports of vegetable oils from this country and further stated he would not support a high tariff when there is no evidence that domestic supply could fill the demand.

## Demands No Interference from Strikers.

To call to President Harding's attention the imperative necessity of seeing to it that the railroad strike does not interfere with the movement of the new wheat crop now on the market, Gov. McCray of Indiana sent a telegram to the President in which he states: "As chief executive of the State of Indiana I wish to pledge you my unalloyed support and fullest co-operation in preserving law and order and in safeguarding the lives and property rights of the citizens of this commonwealth. I also wish to commend your stand regarding the movement of mails without interference and at the same time call your attention to the imperative necessity of safeguarding the unrestricted movement of the wheat crop now ready for the harvest, which may be seriously damaged if free and orderly marketing is interfered with."

THE FOLLOWING products are added to the list of commodities exempt from the new budget tax in Canada, according to advices received from Ottawa: Rolled wheat, buckwheat meal, pea meal and alfalfa meal.



## Protein of Hard Winter Wheat vs. Strength and Quality of Flour.

By W. L. FRANK, SHERMAN, TEX.

When it is possible to make complete milling and baking tests as well as certain chemical tests on each lot of wheat before milling it the selection of milling wheat has been reduced very nearly to an exact science. At the present time such a procedure is not practical with carload shipments. The element of time is too great, and the expense is considerable, if not prohibitive.

In order to understand the present situation with respect to protein determinations on hard winter wheat in the southwest, it is necessary to consider the objects of both the miller and the baker. They have interests somewhat in common, yet each has a special object in which the other is not much concerned.

The miller is primarily a flour manufacturer whose first interest is the profitable operation of his plant. Quality of product is incidental though necessary to maintain a market for his output. Quality is usually dependent upon competition. Maximum milling yield (quality of product considered) is the operative miller's goal. Market grade of wheat bears more directly upon milling yield than does protein content. Naturally then, the miller has depended more on grade in the past than upon protein in the selection of milling wheat. From the miller's standpoint moisture content of wheat and flour, and ash and color of flour are secondary considerations. Low yield (high percentage flour extraction) means more profits as the miller buys wheat by the bushel and sells his flour by the barrel. High quality means increased demand and larger sales.

The baker is also a manufacturer, but his product is loaves of bread. He buys his flour by the barrel and sells his bread by the loaf. Consequently he is interested in making as large a number of loaves of bread as possible from each barrel of flour. The percent of protein and the number of loaves per barrel of flour are usually quite closely related. In fact, protein content is an indication, and not an exact measure, of the strength or absorption of a given lot of flour. (Note: It is the strength or absorption of a flour that is referred to, when the number of loaves per barrel is mentioned). The baker is especially interested in the strength or absorption and the quality of flour. First he wants as many loaves per barrel as possible and then large loaves of desirable quality. The miller is interested in these properties only to the extent that the baker may obtain satisfactory results from his flour, and will continue to use it in preference to any other.

Having briefly surveyed the interests of the miller and the baker, let us consider how both may be most effectively served. The problem is not a simple one. A third party—the cereal chemist—has been employed to assist the miller in giving the baker the quality and strength in flour that he wants. Of course the chemist must also keep the miller's interest in mind, as milling yield directly affects the cost of manufacture.

Complete milling, baking, and chemical tests of each lot of wheat gives the best answer to the problems, but as was pointed out these are not practical under commercial conditions. The millers and chemists have sought a practicable working basis on which to select hard milling wheat. Up to the present time, protein content seems to be the most practicable method, and is rapidly growing in favor with the milling and grain trades.

Generally speaking, there is a close relationship between protein content of wheat and the quality of strength of flour. While quantity of protein is not always associated with quality, extreme variations in quality are eliminated and overcome to a considerable extent by selecting milling wheat on the basis of protein content. It is preferable to have a uni-

form amount of protein varying somewhat in quality, to having a varying protein content of more variable quality.

The present popularity of the protein test is due very largely to its simplicity, economy, and the rapidity with which determinations can be made in any number. It is also fairly reliable in its indications of strength, and to a lesser extent, of the quality of the flour that can be made from a given lot of wheat. The protein test is used because there is no other practicable test that can be used to as good advantage in selecting hard milling wheat. Unless a more dependable test is developed, protein will take an even more prominent place in our hard winter wheat merchandizing. Even at present, it is not at all uncommon for a car of hard winter wheat to command a premium of 10 to 30 cents per bushel because it has a high protein content.

Market grades were first established as a means of providing a basis for trading. The purpose of market grades at the present time is somewhat broader and includes, or should include, an approximate market evaluation. However, if protein content shall affect the price of wheat more than the market difference between grades No. 1 and No. 5, it will only be a matter of time until protein content will be included as a grading factor.

The probability of protein content becoming a general consideration in the buying and selling of hard winter wheat, depends very largely upon the production of a surplus of Hard Winter wheat in this country, and upon a crop varying widely in protein content. Should such conditions exist, and it appears that such conditions probably do exist, we may reasonably expect the milling trade to rely more than ever on protein content in the selection of hard milling wheat.

Protein tests afford a rapid, convenient, and economical basis of selecting hard winter wheat for milling purposes. It is possible to control the quantity of protein in the flour, and the quality is less variable than when no selection is made. While not as good as complete milling, baking and chemical tests, yet protein tests do enable the miller to produce a more uniform product.

Protein content and number of loaves per barrel of flour will not be the controlling factor in determining the value of wheat to the miller, unless more practical methods of determining the latter are developed. Market grades, and more especially test weight per bushel, affect milling yields. Milling yield is a primary consideration with every miller, and I believe will continue to be the most important factor in determining the market value of milling wheat. Protein content, and loaves per barrel of flour, will be secondary considerations—altho at times large premiums will be paid for wheat to be used in special blends. Protein content alone may supplant or supplement the per cent of dark hard and vitreous kernels, in the not far distant future. I would like to see such a change made in the grades. Dark Hard Winter has been shorn of much of its glory by the humble protein test.

MORE BEANS are being consumed in the United States than are grown. Buyers have been scouring the world's markets for beans, and for the first time in several years bean shipments have been received from Mexico. Consul Frost at Marseille, France, advises the Department of Commerce that American buyers have been demanding such heavy quantities of beans that local stocks are exhausted. During April and May, 100,000 bus. of beans were shipped into the United States, as compared with 11,000 bus. in the whole of 1921 and 6,000 bus. in 1920, from Marseille.

NEW ORLEANS  
THERE'LL BE A HOT TIME AT  
NEW ORLEANS

## Effect of Carbon Bisulfid on Wheat.

The common practice in grain elevators has been to sprinkle the carbon bisulfid on top of the wheat in the bin when exterminating weevil, as it was supposed the liquid did no harm to the grain.

This practice should be discontinued in the light of experiments made by A. W. Estabrook and described recently by him at the annual meeting of the Operative Millers Ass'n, where he said:

For a number of years carbon disulphide has been used to fumigate wheat to destroy weevil. Recently its use has become more extensive until a very large percent of wheat on the market has been treated with carbon disulphide.

This substance is well adapted to this purpose for the reason that it is very volatile and the gas given off by it is heavier than air, so that when it is placed on the top of a bin of wheat the gas readily sinks down through the whole bin and destroys the weevil.

This fumigation is carried out either by placing the liquid carbon disulphide in a large open dish on top of the wheat and allowing it to evaporate and only the gas come into contact with the wheat or perhaps more commonly by pouring the liquid itself directly onto the wheat.

During the past year we have heard many complaints from millers that wheat treated in this manner does not temper properly and does not mill well.

In order to determine just what effect this treatment has on wheat we have taken a quantity of wheat and divided it into three portions, one of which was tempered with water and heat in the usual manner, the second was treated with carbon disulphide gas and tempered, the third was treated with carbon disulphide liquid and tempered. All three samples were milled into flour and baking tests made on the resulting flour. All samples were given the same amount of water in tempering and were milled at the end of 36 hours.

Three Tests.—No. 1, which was untreated, was mellow and in good condition for milling. No. 2, which was treated with carbon disulphide gas, had not absorbed the water so well and was somewhat tough on the bran and very brittle in the middlings part of the berry. No. 3, which was treated with carbon disulphide liquid, did not temper nearly so well as No. 2. It had absorbed the water only slightly and was in very poor condition for milling. This wheat had a peculiar glossy red appearance.

On milling these samples No. 1 milled freely, the bran cleaned off flour easily and the middlings reduced to flour very freely. No. 2 was more difficult to mill. I found it impossible to clean the flour from the bran and the middlings had a tendency to flake instead of reducing to flour. The yield of flour in this sample was less than in the untreated sample. No. 3 milled very poorly, a large percent of flour remained attached to the bran and a large percent of middlings flattened and flaked and could not be reduced so that they would bolt through a flour cloth. The yield of flour on this sample was very much poorer than either of the others.

In the baking tests on the samples of flour milled from the three wheats, No. 1, the untreated sample, gave a loaf volume of 174. No. 2 a loaf volume of 153. No. 3 a loaf volume of 141. The color of the flour in No. 3 was very yellow and the color of the loaf was also yellow and the texture very much poorer than the untreated sample.

The sample treated with liquid carbon disulphide absorbed much less water to make a dough than in the case of the untreated sample and during fermentation the dough from the treated sample had a tendency to soften very much more than that made from the natural wheat.

The more decided effect of liquid carbon disulphide on the sample is very likely due to the fact that carbon disulphide is a solvent for fats, oils and gummy materials in the wheat and tends to remove them from the germ and distribute them throughout the berry.

Use Only the Gas.—We would conclude from our experiments from treating wheat with carbon disulphide that liquid carbon disulphide is decidedly injurious to conditioning and tempering of wheat for milling and is also injurious to the flour made from the wheat. The gas from carbon disulphide is also somewhat injurious, but not to the same extent of the liquid. Some form of fumigation for weevil is of course necessary and we would suggest that only the gas from the evaporation of carbon disulphide be used and in no case should the liquid itself be poured over the wheat.

Grain Dealer to His Partner's Wife: Why did you name the baby Wheat?

Wife of Partner: Because it was first cradled, later we shall thrash it and finally it will become the flower of the family.

APPROXIMATELY 200,000,000 lbs. of binder twine is used in binding the small-grain crops of the United States each harvest.



## Correct Reinforcement of Grain Doors.

The practice of over-nailing and spiking grain doors to the door posts of cars makes the release of grain from such cars difficult, causes delay to the unloaders, and results in needless destruction of grain doors. Such use of over-sized nails also causes nails to be left in door posts, thereby making it necessary to clean, or specially prepare, such posts to prevent the nails from causing possible damage to other kinds of lading, including flour in sacks.

Large nails and spikes, because of their excessive length and thickness, remain imbedded in the hard wood door posts, from which they are often difficult to extract. For this reason such nails and spikes are frequently left in the posts, and they are often bent over, as shown in Fig. 1 herewith, in either case becoming more or less of a menace to different kinds of lading, due to the liability of such protruding nails to cause damage thereto.

All of this could be avoided by using nails of suitable sizes. The Grain Door Reclamation and Cooperage Bureau recommends that six penny common wire nails (where door posts and grain door nailing conditions are favorable for the use of small nails) be used for fastening, directly to hard wood door posts, loose grain door lumber and grain doors with single thickness nailing margin.

Eight penny common wire nails are plenty large enough for fastening loose grain door lumber and grain doors with single thickness (about one inch) nailing margin, under all conditions.

Ten or twelve penny common wire nails are suitable for fastening grain doors with nailing margin of double thickness (two inches) lumber.

Usually two nails to each end of each 20-inch door are sufficient properly to fasten such doors to the door posts of cars.

CORRECT REINFORCEMENT of grain doors is not given sufficient thought by the man who installs the doors, who often per-

suades himself that the more nails he uses the better the job, whereas the nails should be few in number and placed to hold the door in position, at the same time facilitating the removal of the door in sections when the car is to be unloaded, without breaking the lumber into small bits.

One bad method of reinforcing is to nail the reinforcing boards in a vertical position so that the top and bottom of the doors are tied together, making it almost impossible for the man unloading the car to get the upper boards off without damaging the door, and without exerting great force.

Applying the reinforcement grain doors diagonally to the inside of the grain door barricade is incorrect, tho commonly employed. The release of the grain doors is made difficult and the unloading is delayed.

The correct position of the reinforcement is the horizontal, parallel with the grain doors and with no nails except at the upper edge of the board. All that is necessary is to keep the door from dropping down, the pressure of the grain will keep the reinforcement against the outer boards. The correct application and nailing is shown in the engravings herewith, Fig. 2 showing the interior nailed for loading; and Fig. 3 the exterior, showing how easily the reinforcement is raised at one end when there are no nails along the lower edge. Only two nails are used to hold the reinforcement in place as shown by the arrows.

It is plain, however, that had the reinforcement here shown been attached to two doors instead of only one door, as shown in the engraving, the raising of the door in this manner (with pressure of grain behind) would have been made doubly difficult, since both doors would then have to be raised as one door; or had the grain doors been tied together with a burlap or other tough cloth lining, the raising of this door as shown would have been equally difficult. Hence grain doors should not be tied together on the inside.

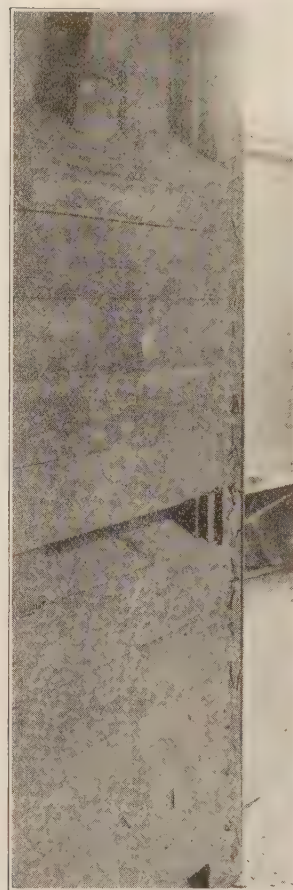


Fig. 1. Spikes and Too Large Nails Left in Door Post.

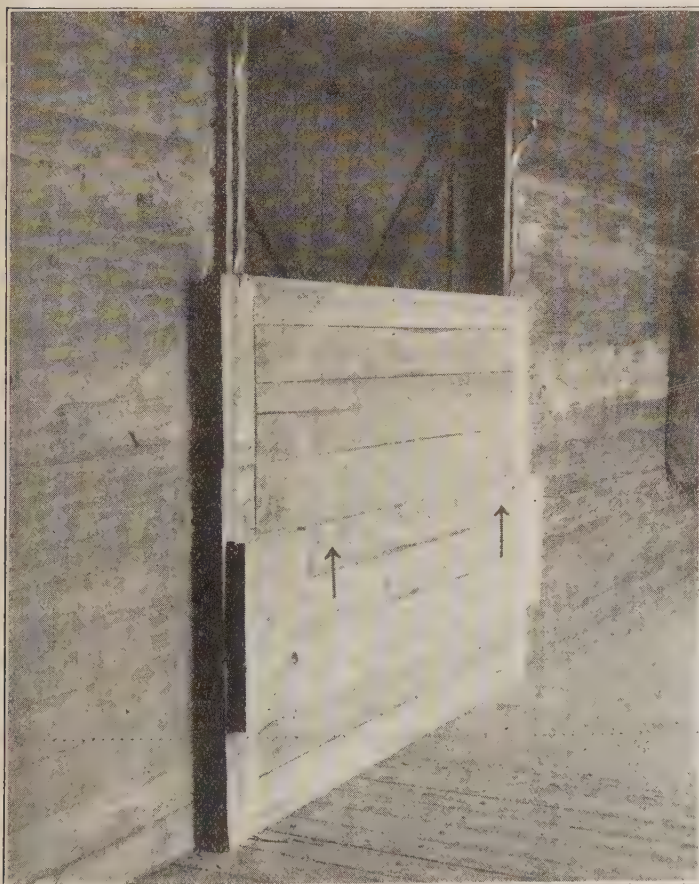


Fig. 2. Correct Application and Nailing of Reinforcement.



Fig. 3. Correctly Nailed Reinforcement Board.



## Protein Tests in Buying Wheat.

By A. A. JONES, CHEMIST, THE LARABEE FLOUR MILLS CORPORATION.

During the last few years buyers of Southwestern wheat have been paying increasing attention to protein tests in their wheat purchases.

This new phase of wheat buying has reached such proportions and the dependence on protein tests has become so great with this class of wheat that the installation of laboratory equipment and the hiring of a "protein chemist" by grain firms and Boards of Trade, to make these tests, has become common.

The mills are demanding wheat with a definite protein content, so we find that protein buying has been in existence for a long time, so far as the mills are concerned, in fact since they put in their laboratories.

The great variations in the amount of protein in wheats from the same localities of the Southwest and the reduced average protein content of the crop as a whole, has put a premium on the higher protein wheat.

The color of the berry has not been the determining factor in protein content, and the grain merchants have been quick to note the demand by milling wheat buyers for the higher protein wheat.

Mills who buy from grain merchants situated at distant points, now demand a definite or a minimum protein content in their wheat orders. This has brought into existence the "protein chemist" of the wheat trade.

The mills are taking a chance on the milling quality of wheat bought on protein basis, but, the quality of Southwestern hard wheat is of such good quality, generally speaking, that mills take only small risk when buying "protein" in wheat of this type. The wheat buyers purchases are all checked over by the mill chemists who have determined by experimental milling and other tests what localities furnish wheat of poor milling quality and wheat from these points is avoided.

The millers of the Northwest ignore the protein tests because their wheat does not maintain a fairly uniform quality and their practice is to blend several types of wheat, for instance, Northern Spring, Canadian, Nebraska, Montana, Colorado, Kansas, etc.

The mills or grain dealers who buy on protein content only regardless of origin are bound to get into trouble and the practice is not to be recommended. Indeed the protein laboratories of the grain firms and the commercial laboratories are causing trouble in wheat buying, creating confusion and dissatisfaction among millers and grain buyers. This is due first to the indefinite money value of the wheat on account of this added valuing factor.

Second to the integrity of the seller, for it often happens when he receives a protein test he will raise the amount reported if his judgment appears to be better than the chemical test.

Third, to the actual ability of the chemist who makes the tests, for there have been many so-called chemists who have answered the call of the low price which many employers have chosen to call the "price of a chemist," and who are not educated and trained to do accurate, painstaking and careful work or who are not amenable to falsifying reports of tests under pressure of their superiors.

**Protein and Gluten** are often confused in their meaning or the interpretation of these tests. Protein is the amount of nitrogenous matter present in a sample. It is determined by a chemical process and the nitrogen found, multiplied by a certain factor. For wheat and wheat products this is 5.7. Gluten is the rubbery, elastic substance obtained by washing away the starch from a dough ball made of the flour with water. In order to make a gluten test on wheat it is necessary first to make flour of this wheat and then make the dough ball and wash the starch out and after squeezing out the greater portion of the water,

weighing and calculating the percentage. This sample of wet gluten can then be dried in an oven at the temperature of boiling water until perfectly dry and reweighed. The result is dry gluten.

The amount of gluten is one thing and the amount of protein is another. The amount of gluten, which is not an accurate chemical determination can be approximated in Southwestern wheat by taking 90% of the protein found. This is only an approximation, however, and should be made clear on the report should this be demanded and the actual gluten not determined.

In summary we conclude:

1. That the buying of wheat on protein test in general is unsatisfactory.

2. That this method can be used satisfactorily under certain conditions where the general quality of the wheat is known as determined by milling, and laboratory tests.

3. The miller's own laboratory working in conjunction with the wheat buyer is the satisfactory way to buy wheat on protein or any other basis.

## Very Few Plugged Cars.

Robt. R. Saunders, of the U. S. Dept. of Agriculture, Washington, D. C., said at the recent meeting of the Operative Millers Ass'n at Kansas City, in the course of his address on "Grading of Wheat":

I have been inspecting wheat for a long, long time—at least 20 years, and my experience has been you don't find one car now that is plugged where you used to find 20. That may not be your experience but it is my experience.

I have seen them plugged very, very carefully, very—well, so that it was nearly impossible to catch the plug. For instance, I found a car one time that had about 3 inches of rye all over the bottom. I took a scoop shovel after the car was almost unloaded and got a sample of a lot of No. 2 rye. The man who plugged that knew what a trier was and knew it couldn't reach down on the bottom. The car graded No. 2 wheat and went down to the elevator where I am inspecting and they called on me for a reinspection after the car was about half unloaded. I tried then to get the rye and couldn't do it, but I took a scoop shovel, bent it down to the floor, ran it along the floor for three or four feet and then lifted it straight up and I had a scoop shovel of rye. Now the man who did that, did it purposely, did it very artistically and got away with the plug until the car was ready to be unloaded. Their elevator men found it and called me to the rescue and I found it. It had been graded 3 soft red winter wheat. I graded it sample wheat plugged on the bottom with rye, and the commission man went back onto the man that loaded it and he came across with an acknowledgment and made good. But you don't find one plugged car now, where you used to find 20.

**Not Government Inspectors.**—There is another thing I want to correct. People as a rule talk about Government inspectors. The licensed inspectors are not Government employees. They are really not Government inspectors in the sense they are paid by the Government. A man takes an examination for a license and he is given a license. He draws his salary from the state or the Board of Trade that employs him or thru whatever arrangement he makes for his salary. Of course the fact that the Sec'y of Agriculture gives him that license leaves it to the Sec'y of Agriculture to take away that license if he doesn't use it properly. When an inspector does not do his duty, the quickest way to find it out if we don't catch him, and you do catch him, is for you to let us get a sample of that car ourselves, find out just what that man is doing. Then we have a chance to call him to time and get better results.

I want to say in defense of the licensed inspectors, the license is to the licensed inspector what the doctor's diploma is to the doctor, what the lawyer's diploma is to him. You let him spend a good part of his life inspecting grain and then have his license taken away from him, his livelihood is taken away from him. His profession is taken away from him and these licensed inspectors on the whole are men doing their dead-level best to be straight up and down. Occasionally, like any other large body, you find one who does not and we weed him out. But they are doing their best for the most part, to do the right thing and I have found them a pretty clean bunch of men.

## Montana's New Storage Ticket.

John M. Davis, Chief of the Division of Grain Standards and Marketing, has just issued a new grain storage ticket, for use by warehousemen of that state. It is reproduced herewith.

It is very evident that the grain elevator operators of Montana enjoy storing grain for others, else they would not submit to the state regulation of their business by the following offensive rules, which are printed on the back of the state storage ticket:

### CHARGES AND CONDITIONS.

1. The charges for handling grain for others shall not exceed the following maximum rates:

(a) Two cents per bushel for receiving, elevating, weighing and immediate delivery on car of the identical grain without mixing. (Immediate delivery—Not less than 48 hours but where conditions permit, special bin assemblage of grain without loss of identity for carload shipment shall be construed as immediate delivery, provided total period of assemblage and delivery does not exceed 72 hours.)

(b) Four cents per bushel for all grains except flax, for receiving, grading, weighing, elevating, insuring, fifteen days or part thereof free storage, cooping car and delivering in accordance with the terms of this warehouse receipt. For flax this charge shall be five cents per bushel.

(c) Two cents per bushel for cleaning grain at request of owner where there are cleaning facilities, in which case screenings shall be delivered to owner.

2. The charges for storage shall not exceed the following maximum rates: One-thirtieth of one cent per day per bushel for each day in storage after period of free storage has elapsed.

3. At the option of the holder of this receipt, the kind, quality and quantity of grain for which this receipt is issued, on demand shall be delivered to him at the place where received, upon the payment of the above charges for receiving, handling, storing and insuring, or grain of the same grade and equal commercial value in not less than carlots shall be delivered at terminal upon payment of freight charges in addition to all other charges above mentioned, provided that in case of terminal delivery the warehouseman shall be allowed time in settlement for movement of the stored grain to terminal. In case either party shall endeavor to enforce settlement under this contract that is inequitable or unfair, appeal may be taken to the Montana Department of Agriculture.

4. This receipt shall be issued only on actual delivery of grain into the warehouse, and shall not be given to cover grain of which the warehouseman is owner.

5. All grain is at owner's risk of loss or damage from the elements, riot, the Act of God, heating (unless caused by the carelessness of the warehouseman) or anything which may in any way have been caused by the act of the holder of this receipt.

6. If receipts are made in duplicate or triplicate form, the original shall be given to the owner of the grain; the duplicate or triplicate retained by the elevator must be marked NON-NEGOTIABLE.

## AMERICAN ELEVATOR COMPANY.

Main Office at Minneapolis.

..... Mont., ..... 192.....  
Operated as a Public Warehouse Under License Issued by the Department of Agriculture,  
Labor and Industry of the State of Montana.

Received in store from ..... Bushels of  
.....  
(Kind of Grain) (Grade) (Test weight)

Gross lbs.

Tare

Net lbs.

Gross bus.

Dockage

Net bus.

Weighed and graded by .....  
Subject to an account of \$.....  
for cash or merchandise we have furnished or become responsible for

This lot of grain has been stored with grain of the same kind and grade and upon return of this receipt properly endorsed by the person to whose order it was issued and the payment of the proper charges for storing and handling, delivery will be made in accordance to the provisions on the back of this ticket.

This grain is insured for the benefit of the owner.

AMERICAN ELEVATOR COMPANY.

By ..... Agent.



# Why Kansas Shippers Lose

smaller crop because many of his charges are fixed and remain about the same year after year. We have too many elevators to permit grain to be bot at a profit.—B. W. Kyner.

## Law Enforcement Uppermost in Mine Strike.

Governor Warren T. McCray, one of the early presidents of the Grain Dealers National Ass'n, and now just as efficiently filling the great office of Governor of Indiana, replied July 22 to a letter from Harold A. Henderson, general counsel for district No. 11, United Mine Workers of America, alleging that since a majority of the 30,000 Indiana miners are peaceful it would be a usurpation of executive authority to proclaim martial law, as follows: "As Chief Executive of Indiana, I am going to do my utmost to see that the rights of all people are safeguarded. I believe in the right of labor to combine, and I have the highest respect for unions and the membership of unions so long as they conduct themselves properly. I have absolutely no respect for any union, or any member of a union, who holds that because they do not want to work for any reason whatsoever that no one else may be permitted to take their jobs. I feel such a condition should not be tolerated in free America. It is perfectly proper for any person to quit work if not satisfied. The same right to quit work should be accorded to individuals who want to work. It is in defense of this principle that I would give consideration to the calling out of troops."

## Decision Reached in State vs. Central Grain Co. Kansas Fight.

At a hearing of charges against the Central Grain Co., Hutchinson, Kan., brot by the state, for alleged violation of the Kansas anti-trust law, Judge Fairchild, July 3, denied the petition of the state for a temporary injunction against the company, and set the case for further hearing on July 7.

On July 7, Judge Fairchild ordered that the Central Grain Co. be dissolved, holding that the organization was illegal.

The trouble arises out of the fact that the 15 stockholders in the Central Grain Co. are interested in milling companies, the state contending that the stockholders are not in reality the stockholders, but that the stock is held by the milling corporations. The central Grain Co. buys the grain for mill members direct from the country shippers without the aid of brokers and commission men, and this tends to control prices.

NEGOTIATIONS for the settlement of the railroad strike are abandoned because railroad labor officials insist on restoration of seniority rights. It is difficult for the ordinary business man to understand the reasoning of railroad labor on this question, after they have flaunted the decision of the railroad labor board and willfully sacrificed their rights, which in fact are on a par with a bonus for faithful and efficient service. On the whole the public will be sadly inconvenienced, but is pretty generally convinced that better progress could have been made in settling these labor disputes if there was less disposition by the leading politicians of the country to "flirt" with the labor vote.

### No Profit in Overbidding.

Zenda, Kan.—Handling 100,000 bu. per year costs us 5½ cts. per bu. Every independent dealer buys a large crop on a closer margin than a small crop. In 1921 we handled 140,000 bu. at a cost of about 3½ cts. per bu.

Buyers do not always agree if one raises the price the others must follow. If a strong buyer pays more than he can get for wheat his action affects the trade at all adjacent stations, so he gets no more wheat but the farmers receive much more than it is worth, while the buyers generally handle the grain at a loss.—Zenda Grain & Supply Co., O. E. Whetner, Mgr.

### Price in Terminal Markets Nothing to Do With Country Buying Price.

Fredonia, Kan.—Come out here and get your feet in the game once and you will soon learn by experience that the cost of handling wheat and the market price in Chicago or Kansas City has nothing whatever to do with fixing the price you have to pay the farmer for his wheat.

Competition tells you when you have to come down with the price or the other fellow gets the wheat. After you buy the farmer's wheat then go up against the market to sell it that is manipulated. Try it once.—Hampton Bros. Mlg. Co.

### Could Handle Twice as Much for 25% More.

Pratt, Kans.—It cost me about \$2,000 per year to run my elevator. I do not reduce my buying margin on large crop, nor do I increase it on a small crop. I handle about 125,000 bushels a year. I could handle double this amount for \$500.00 more. I don't think wheat could be handled as cheap if we had fewer but larger elevators, for it would cost more to run the elevator counting the amount invested.—J. H. Magruder.

### Experience Necessary to Success in the Grain Business.

Pittsburg, Kans.—We do not operate line stations at this time, having disposed of our holdings to the Farmers Co-operative Assn's. We handle so many commodities at our terminal house here that statistics would not be of value.

We quite agree that our Agricultural Colleges would do well by sticking strictly to the fundamental principles of Trade and Commerce, rather than trying to give specific instructions in various lines. The reason is obvious since traders or commercial men are born like poets, they are not made. The only instruction that an Agricultural school can

give that is worth anything should be confined to fundamental principles and let the student get his experience at the only place that it is obtainable. Namely, in actual business life.—The Pittsburg Elevator Co., by A. L. Scott, Pres.

### Scooper Competition Kills Profits.

Elk City, Kan.—I am a new grain man, last year being my first year at buying wheat. To be sure no one would expect a grain dealer to handle grain for nothing, but if he does the public will take it gladly. As a new man I figured that I could buy on 10c a bushel under the Kansas City market, and did for a while; then one of the banks (not the one I did business with) commenced to buy, and also a man in the country. They outbid me and loaded wheat right in the car from farmers' wagons. Why? Because they had no overhead expense. What would be the use to put up larger and more expensive elevators in that case? I still bid up a little closer, and the consequence was I lost money. A yearly license fee would prevent some from buying and shipping.

A fair profit should be granted the shipper. It shouldn't be left so a grain dealer could rob the farmers, for he is a very essential business man, and it is a cinch he has had the dirty end for some time.

One other reason why the country dealer is a loser is that when his wheat gets to the other end they seem to do what they please with it. He may have tested it the very best it could be tested but it won't hold out. The dealer is the loser. I have two cars of wheat out today that I have never received a final settlement on yet. For my part I don't expect to buy much wheat this fall.

They can ship their own wheat for all I care. What I buy I will have a profit in or let it alone.

I run a grain, feed, flour, coal and hay business.—W. A. Willison.

### Costs 3 to 4 Cts. to Get Grain Through Elevator.

Gardner, Kan.—It costs us 3 to 4 cts. a bushel to handle grain thru our elvtr. Our buying margin is not changed by a large or a small crop. We could handle double our usual amount of grain for two-thirds the cost of handling the usual amount. We have a modern rapid handling elevator.—Blacker Grain Co., L. M. Blacker.

### Competition Forcing Losses on Country Buyers.

Wilson, Kan.—Competition is forcing losses on the country buyers. We estimate that it costs us 1½ cts. per bu. to handle the average crop thru our elevator. The country shipper is entitled to a better margin for handling the

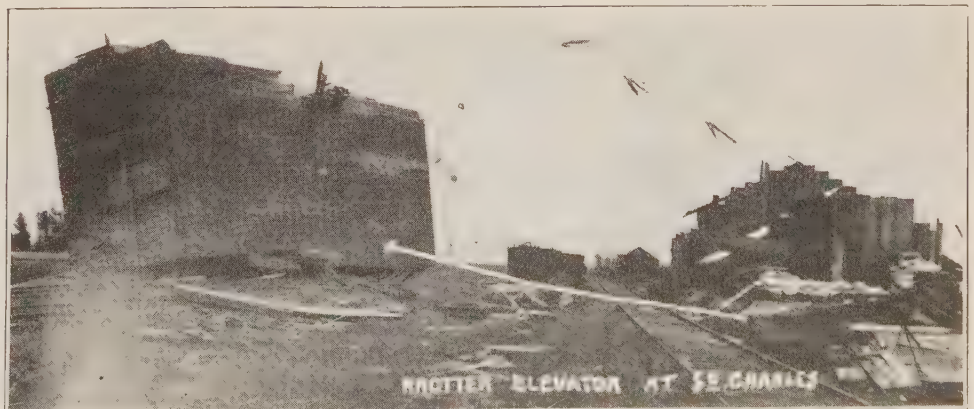
### Elevator Overturned by Tornado.

A windstorm struck the town of St. Charles, S. D., at 8:40 p. m., July 8, and wiped out half the town.

The grain elevator of the Wm. Krotter Co. was overturned across the railroad tracks as shown in the engraving herewith. The one other elevator in the town, that of Nye, Schneider, Jenks Co., was slightly damaged, and the lumber yards of both of these companies were wiped out.

One person was killed and several were severely injured.

Wrecking crews being out on strike has hampered the Wm. Krotter Co. in getting its 30,000-bu. elevator off the main line and passing tracks where it now lies. The Grain Dealers Mutual Fire Ins. Co. carried \$4,500 tornado insurance on the plant, which will go far towards restoring it. Anyone having a derrick 100 feet high and strong enough to lift the house over on its foundations would have been welcomed by the Krotter Co.



Elevator of Wm. Krotter Co. at St. Charles, S. D., Overturned by Tornado.



## Elevator Head for Maximum Efficiency.

With an elevator head pulley jogging along at comparatively low rate of speed the discharge of the buckets offers a simple problem, the force of gravity having more to do with pulling the material into the discharge opening. The principal factor is to have sufficient speed to throw the material out to keep it from going down the down leg.



Elevator Head for Free and Rapid Discharge.

When the speed is increased to get the maximum results in bushels of grain elevated per hour the problem of adjustment of all the factors of centrifugal force and gravitation almost baffle the engineer. With cups of the V-shape it is possible to increase the speed greatly and still get a clean discharge from the buckets; but grain impinging on the top and end boards of the head at a certain angle will be deflected back into the down leg, just as light is reflected from a mirror. This part of the problem has been cleverly solved by the Weller Mfg. Co. in designing the elevator head shown in the engraving herewith. With this style of head most of the grain will drop from the cups directly into the large outlet provided. The small percentage striking the top of the head meets a curved surface, the angle of incidence being such that if the kernels of grain were round like rubber balls none would go down the down leg. The peculiar curve shown is not based on rule of thumb, but has been reached after careful experiment and adjustment; and can be reproduced mathematically in heads of all sizes, being segments of three circles drawn from known radii.

A PLAGUE of locusts is sweeping over Spain, destroying crops and threatening the entire harvest throughout Extremadura and La Mancha, while in Aragon more than 200,000 hectares of grain lands have been swept clean by the insects, according to Commercial Attache Cunningham. Between Cordova and Madrid large sections of the grain crops have been entirely consumed.

A NEW CROP REPORTING SERVICE has been created by the Bureau of Agricultural Economics. The country has been divided into nine parts and reports will be released on the 2nd and 17th of each month covering each district. E. A. Logan, agricultural statistician for Missouri has been made regional director to prepare the semi-monthly reports for the district comprising Missouri, Iowa, Nebraska and Kansas.

## Maintaining Records for Claim Purposes.

BY OWEN L. COON.

Maintaining complete and correct records is an absolute necessity if railroad claims are to be filed in all cases where the grain shipper has money legally due from carrier. Many grain dealers detach the grain inspection certificates and unloading weight certificates from the account sales, supposedly to do away with the keeping of what they presume are useless documents. The result of such a procedure is that if the shipper has his records checked over for all the various kinds of claims that may exist, and especially for claims that exist of which he is entirely ignorant, it becomes necessary to secure duplicate grain inspection certificates and unloading weight certificates in order properly to support the claim. A great deal of work would be saved for grain commission merchants if the country shipper could keep all papers attached to the account sales that are returned to him in order that when such claims are found all of the necessary documents will be at hand.

Many shippers on certain railroads maintain a complete record of their loading weight by, noting on the bill of lading the number of drafts and the number of pounds per draft going to make up the loading weight. In some cases the opening and closing numbers of the automatic scale is also recorded. This is of great advantage. Whenever a claim department calls for a copy of the bill of lading, from their local agent, all the available information necessary to support the claim as to the loading weight is recorded automatically on the copy of such bill of lading retained by the shipper for his files. If it becomes necessary to bring suit on the claim, the railroad can be compelled to produce the original in court and evidence is automatically introduced in the case as to the details of the loading weight without the shipper having to introduce any evidence at all in support of his loading weight.

If grain shippers would make such records as is outlined, the proper handling of their claims by carriers, commission men and attorneys, would be facilitated and their payment expedited.

## The German Grain Levy.

Of this year's wheat and rye crop, growers in Germany will be obliged to deliver 2,500,000 tons to the government. The reichstag passed on July 2 the new form of grain levy, at that time setting a price of 7,400 marks per ton, which has hitherto been about one-third of the price obtained in the open market. The maintenance of the control is necessary in order to provide the poor with cheap bread, which will be only obtainable on tickets. Wealthier classes of people will not be provided with the cheap bread during the coming season. The system is to be modified so that one fixed price will not be paid to farmers thruout the year, but will be altered in accordance with changing economic conditions. Growers will be guaranteed payment on a remunerative basis. It is the intention of the reichstag to fix prices during the first half of the season at not less than three-fourths of the average price paid in open market during April, May and June and for the second half of the season the official price will not fall below the average price paid in the open market during October, November and December.

The reichstag expressed the opinion that this year's crop will be insufficient to cover home requirements and that large quantities of grain will have to be imported. Before the war the German grain crop for bread aggregated 13.1 million tons, compared with 9.47 million tons in 1921, and even before the war imports were necessary.

Prior to 1914 the per capita consumption was 250 kilos of which but 237 kilos were produced in Germany. In 1921 the consumption was 141 kilos per capita of which 126 kilos were produced in Germany.

The price of bread during the season 1922-23 will be about double the present price, the advance probably taking place sometime in August.

## Corn for Russian Relief.

The American Relief Administration, with a personnel of 150 Americans in Russia, is doing wonderful work, in spite of the handicaps they are forced to overcome.

This small handful of workers cover a territory larger in area than the whole of United States, each worker having a certain territory and being responsible to the chief of the Russian unit at Moscow.

In this large territory are nearly 10,000,000 people to be fed, and the work of obtaining food and transporting it is indeed a large order.

Corn is shipped directly thru to two points on the Upper Volga, beyond the famine zone, from where it is forwarded to points in the famine zone, on barges and river steamers. Thru means of this kind, every thickly populated center of Russia is covered.

Despite the rail and telegraphic handicaps, over 200,000 tons of corn have been moved from seaports to interior famine districts by the American Relief Administration to June 24, and at the present time, these supplies are moving out of warehouses at Moscow at a rate of 3,000 tons per day. Food packages from New York and London have been distributed at the rate of 2,500 a day in the famine districts and a total of over 200,000 packages have been distributed since the work started.

This means a saving of 2,500 lives every day.

## New Model of Car Seal.

To protect the numbered end of the seal from being accidentally raised away from the side of the triangle the Edgar Steel Seal is now made with a slender projection which is bent forward by the user over the numbered end to hold it in place. Also a knob has been formed by indenting the back side of the seal to keep the numbered end from being bent down tight against the body of the seal, lessening the probability of the lock being gummed in position after an attempt to tamper with the seal.

The seal is cut from strips of No. 21 W. G. steel, 5/16 inch in width and the openings thru the strips are punched, suitably weakened by nicks and one end is trimmed to form a perforated T projection. In applying, the tee head is passed into the T slot and goes thru another opening when the number end of the seal is bent back into position. This opening is not wide enough to permit the removal of the tee head.

Any attempt to bend back the parts in a reversal of the locking movements invariably results in the breaking of the seal into four short strips of metal which fall away, and the complete absence of any seal facilitates prompt detection by the eye of the observer.

The seal record is made by grain weighing departments everywhere and is so useful in preparing claims for grain lost in transit that no shipper can afford to be without this protection. The Edgar Seals are of uniform section, and it is possible to store large quantities of them in an office safe or cash drawer where they may be kept under lock and key. Each seal is stamped with the name or initials of the user and a serial number. The new style of seal is shown in the engraving herewith. Additional information will be furnished on application to the manufacturers, the Edgar Steel Seal & Mfg. Co.



New Model Car Seal.



## No Profit to Farmer in Holding Wheat

"Orderly marketing" of which the farmer agitators prate so much, is a delusion dispelled by investigation. Dr. Magill, sec'y of the Winnipeg Grain Exchange, testified before a Canadian Government Commission, with regard to carrying charges, as follows:

There is an officer at Minneapolis with the title of federal reserve agent, who issues bulletins on business methods from time to time and these bulletins are distributed all over the country. Here is one that was forwarded to our exchange. It shows the prices in Chicago for ten years from 1903 to 1913 in one chart.

This chart was made up by a writer in the Quarterly Journal of Economics at Harvard University in August, 1916, and the federal reserve agent just publishes the chart and the comments: "Does it pay to hold wheat or is it better to sell it promptly direct from the threshing machine?" He explains the chart and says, "in other words, if the producer holds his wheat in order to speculate on its price, he could win in but 25 months out of 110 or he would have a chance to win of less than one in four times and a chance to lose of more than three in four times" on the average of those ten years.

Supposing a man held his wheat every year of the ten years right thru, the result at the end of the year would be that he would lose 5.1 cents a bushel by selling in September, 7.2 cents by selling in October, 12.3 cents by selling in December, 13.8 cents selling in January, 12.3 cents by selling in February, 13.6 cents by selling in March, 14.1 cents by selling in April, 12.7 cents by selling in May, 10.7 cents by selling in June, and 9.1 cents by selling in July. In not one single month did he win out.

The federal reserve agent was very much astonished at the conclusions reached in this chart and decided to make an investigation on his own account into Minneapolis prices. He publishes a similar chart for Minneapolis prices (both allow for the actual carrying charges) and says:

"In other words, if the producer holds his wheat to speculate on the price, he could win in but 41 months out of 110 or a chance to win of slightly more than one in three times."

The lesson taught by these statistics is that "marketing" offers the farmer no opportunity for profit comparable with the rewards for building up soil fertility, selecting improved varieties of seed and breeding up his live stock, and other activities actually within his own power of accomplishment.

PRIVATE GRAIN wires in Kansas are to be investigated by the attorney general who is searching for violations of the bucket shop law.

## Flag Smut of Wheat Spreads.

Although there have been no serious commercial losses in this country resulting from the spread of flag smut of wheat in the region adjacent to St. Louis in Illinois and Missouri, the area in which infected fields have been found has increased since 1921 from 72 to about 700 square miles, and the United States Department of Agriculture believes that attempts at eradication are likely to fail and that in order to check the spread of this disease attention should be given to the growing of varieties immune or highly resistant to the disease.

A number of varieties of wheat grown in this area have been found not to take the disease at all or to be highly resistant to it. Of the soft red winter wheats, Red Rock, Stoner or Marvelous, Fulcaster, Mammoth Red and Dietz are in this class. Of the hard red winter wheats, Illinois 10-110, Kanred, Illinois 12-41, and P-1068, are highly resistant if not immune.

Investigations indicate the probability that the spores of the disease are carried by the wind from field to field, and for this reason it is doubtful if any quarantine measures can be effective in preventing its spread. There is strong indication that the growing of resistant varieties is the least expensive and most dependable method of preventing loss. Crop rotation also will help to keep the disease under control, for, unless a variety is completely resistant, growing wheat after wheat will increase the infection in a field.

OSAKA, JAPAN.—Manchuria has been importing bean cake from Japan due to the fact that this year's Manchurian crop of beans was overestimated. More than 1,600,000 tons of bean cake have been shipped to Manchuria from Japan since last November.

HEARING of an action started by the Standard Oil Co. of Indiana against the Wisconsin department of markets was held July 11. The oil company attacks the constitutionality of the state marketing law, enacted in 1921. The action centered on the legality of the order requiring the oil company to abandon giving discounts on gasoline to certain dealers under what the company claims are agency contracts.

## Combination Elevator and Mill.

The Spokane, Wash., plant shown in the engraving herewith is a rare combination of concrete, cribbing and tile, each chosen for its adaptability.

At the far end is a two-story concrete mill building, 40x32 ft., on top of which is a wooden cribbed grain elevator having a capacity of 30,000 bus. in 18 bins.

A fine grade of tile of pleasing appearance is used for the walls of the warehouse extending a distance of 140 feet. Its width of 60 feet is spanned by a roof of truss construction so that the concrete floor is free from pillars or post obstruction. Running lengthwise of the office and warehouse on the side not shown in the engraving is a concrete loading platform to take care of retail trade, the hay and feed moving from the cars to the platform with the minimum of labor.

Bulk grain is unloaded from cars with power shovels. The doors facing the O. W. R. & N. tracks are so spaced that four cars can be handled at one time. The storage in the elevator is used for the needs of the mill and to give transit facilities to customers. The triangular office building is 30x60 feet.

The mill contains a full equipment of machinery for making a complete line of prepared feeds and balanced rations. Because of the peculiar local conditions in the Spokane territory the feed grains and hay are not fed to any extent in the districts where they are grown, so that a modern feed plant at Spokane, Wash., fills a real economic need. The partnership of Ernest A. Boyd and Herbert A. Conlee, which operated for five years, was recently incorporated as the Boyd-Conlee Co., to operate the new plant.

IMMIGRANTS during June entering this country were 6,500 less than the number of laborers, etc., who left for across the water. In a report given out by the Illinois Manufacturers' Ass'n, are figures from federal reports which show that the men of brawn and brain who built up the country are going back, and those coming in to replace them are of the type who do not enter active industry. For the first six months of this year, only 26,515 classified as laborers came in, while 91,636 of the same classification went out.



Elevator and Mill of Concrete, Cribbing and Tile, of Boyd-Conlee Co., at Spokane, Wash.



# Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

## ARKANSAS

Little Rock, Ark.—The Wonder State Grain & Poultry Supply Co. was recently incorporated for \$25,000. Marion Jacobson will be in charge.

Marked Tree, Ark.—The elvtr. of E. Ritter & Co. was burned the early part of this month, incurring a loss of about \$12,000 which is partly covered by insurance.

## CALIFORNIA

El Centro, Cal.—The El Centro Grain Mill has been incorporated.

Salinas, Cal.—The 50,000-bu. elvtr. of the California Farm Buro Elvtr. Corp. has been completed.

Chico, Cal.—Lillian E. Esenman of Marysville has been chosen as trustee at a recent meeting of the creditors of W. E. Luman, grain broker of this place.

Porterville, Cal.—Allen Leslie has bot the grain warehouse of Maurice J. Goodheart and will operate it. Mr. Goodheart intends to devote his entire time to the grain buying end of the business, forsaking warehousing.

San Francisco, Cal.—The Grange Warehouse & Storage Co. which has been incorporated to handle the storage of the Grange Co., brokers and grain dealers, recently applied to the Railroad Commission for authority to issue \$240 worth of stock to the Grange Co. in consideration of the transfer to it of the latter company's warehouse property.

## CANADA

Vancsoy, Sask.—A 65,000-bu. elvtr. is being erected here for the Quaker Oats Co.

Toronto, Ont.—Mail addressed to George B. Curran & Co. is returned marked "Not Found."

Laura, Sask.—The Quaker Oats Co. is having an elvtr. erected here to have a capacity of 50,000-bu.

Gravelbourg, Sask.—A 100-bbl. mill and elvtr. is being erected here for J. N. Coupal & Son, operators of a plant at Cryslar, Ont.

Lethbridge, Alta.—The mill of the Taylor Mfg. & Elvtr Co. Ltd. is being offered for sale. The death of Mr. Taylor is said to be the reason.

Vancouver, B. C.—Improvements in the grain-cleaning and feed departments of the Vancouver Milling & Grain Co. are being made. R. B. Hall is supt.

Montreal, Que.—T. Elliott Kerr, who has been connected with the British Empire Grain Co. for about 20 years, died July 6 after a protracted illness.

Saskatoon, Sask.—New offices of the McMillan Grain Co. have been opened in the Canadian Pacific Railroad Bldg., which is connected by wire with the Winnipeg Grain Exchange.

Ft. William, Ont.—Work has been started on the erection of an addition to Elvtr O. of N. M. Paterson & Co. The new storage house will have a capacity of 1,000,000 bus. The Fegles Construction Co. has the contract.

Portage la Prairie, Man.—The loss suffered by the Premier Grain Elvtr. & Mfg. Co. Ltd. in the recent windstorm, has not been estimated, but insurance amounting to \$125,000 is carried. It is now contemplating a new plant.

Winnipeg, Man.—The sum of \$250,000 will be expended in adding to the height of the building of the Winnipeg Grain Exchange. Contract has already been awarded, and when the addition is completed, it will be one of the largest on the continent devoted to the grain trade.

Goderich, Ont.—Work has been started on improving the harbor at this place because of the addition to be erected to the plant of the Goderich Elvtr. & Transit Co. Reports months ago stated that the capacity of the plant would be doubled, because of the poor handling facilities.

Niagara Falls, Ont.—The plant here of the Shredded Wheat Co. is being extensively improved by the Monarch Engineering Co. Grain storage facilities will be increased by about 110,000 bus., and about \$250,000 will be expended in the erection of a grain cleaning house, car shed and a 50-foot square, six-floored working house which will contain various bins having a total capacity of 60,000 bus. The bins will be topped by a 30x42 foot cupola, two stories high. A 2,000-bu. scale will be installed. A new annex having a capacity of 100,000 bus. will be erected which will be equipped with an Invincible Receiving Separator and a 150-bu. scale. The cleaning equipment will include an Invincible Receiving Separator, Milling Separator and Stoners, also a number of Carter-Mayhew Disc Separators. The entire plant will be electrically operated, and another railroad track will be laid on the property to increase loading facilities. The first unit is expected to be in readiness some time this summer.

## COLORADO

LaSalle, Colo.—Paul S. Meyer is now mgr. of the LaSalle Co-op. Exchange.

Wellington, Colo.—Work has been started on the erection of the 30,000-bu. elvtr. for the Ft. Collins Flour Mill.

Holyoke, Colo.—I have been out of grain trading for two years but expect to go back in the business soon.—M. M. Spence.

Haxtum, Colo.—Bertram Fairbanks was recently appointed temporary receiver of the Farmers Grain & Trading Co.

Pueblo, Colo.—The warehouse of the P. A. Cessna Feed & Coal Co. was burned last month. The loss was partly covered by insurance.

Fort Lupton, Colo.—Stamps and a small amount of cash was taken from the office of the Farmers Flavo Mill & Elvtr. Co. recently.

Holyoke, Colo.—The Farmers Co-op. Union has changed mgrs. Robert Stout is the new man. The Union also bot the new house built here by Paul Smith.—M. M. Spence.

Denver, Colo.—The Moore-Lawless Grain Co. is operating the leased wire of the J. Rosenbaum Grain Co. Until recently, the Moore-Lawless Co. used the wire of Jas. E. Bennett & Co.

Denver, Colo.—Phelps, Funk & Co. is a newly organized firm here. Mr. Funk, a member of the Chicago Board of Trade, will handle the options, and the cash trades will be taken care of by Messrs. Phelps and Wingate, formerly of the T. D. Phelps Co. They have leased a wire.

## ILLINOIS

Thomasboro, Ill.—I am mgr. of the Sharp Elvtr. Co.—John H. Doyle.

Davis Junction, Ill.—The elvtr. of the Armour Grain Co. is being improved.

Sidell, Ill.—A. M. Ratcliff is mgr. of our elvtr. now.—Sidell Farmers Elvtr. Co.

Irvington, Ill.—Muenter Bros.' new elvtr. was opened the early part of this month.

Adair, Ill.—Harry Maxwell has been appointed mgr. of the new elvtr. here of Bader & Co.

Hermon, Ill.—Renalt Barnes has given up his position as mgr. of the plant of the Farmers Elvtr. Co.

Matanzas (Bath p. o.), Ill.—The Matanzas Elvtr. Co. has been incorporated for \$15,000 by William Gilman, G. T. Stevenson and Burton Tucker.

Carrollton, Ill.—The Advance Mill & Elvtr. Co. was damaged by fire to the extent of \$35,000 on July 7.

Naperville, Ill.—Fire, starting in the elvtr. of the Boecker Coal & Grain Co. destroyed the plant, including a feed mill, power house, coal yard, cement house and about a dozen freight cars. The loss is estimated at \$30,000.

Bloomington, Ill.—Mail addressed to L. E. McAttee & Co. has been returned marked "out of business here."

Van Orin, Ill.—W. E. Kitzmiller has succeeded Harry Stauffer as mgr. of the plant of the Van Orin Farmers Elvtr. & Supply Co.

Coulterville, Ill.—We are contemplating the building of an elvtr.—John L. Bonnat, Coulterville Co-op. Elvtr. & Warehouse Co., Inc.

Downs, Ill.—W. F. Peterson, formerly agent for the Hasenwinkle-Scholer Co., at Farmers City, has been transferred to this place.

Girard, Ill.—Estell Shutt of Hillsboro has become connected with the Girard Elvtr. Co. of which John H. Shutt, his brother, is proprietor.

Chicago Heights, Ill.—J. F. Leising, operator of a lumber yard and elvtr. here, sustained a loss estimated at \$300 when his lumber yard was burned on July 9.

Tolono, Ill.—I recently purchased the W. M. Murray elvtr. here and my son, Leland L. Moore, will be in charge of same.—Covington Grain Co., W. M. Moore, Covington, Ind.

Albion, Ill.—Walter Rothrock, young son of Walter Rothrock, former sheriff of Edwards county, was smothered to death in about six feet of wheat in the elvtr. of Chas. L. Boyles.

Mendota, Ill.—Charles Gallagher, operator of elvtrs. here and at Meriden, has purchased the plants at Arlington and Clarion. Edward O'Brien and John Schneider will have charge of the newly acquired elvtrs.

Glasford, Ill.—The plant of the Glasford-Banner Farmers Elvtr. Co., including the equipment, fixtures, scales and machinery, will be sold to the highest bidder on Aug. 2. Howard White, Lehman Bldg., Peoria, Ill., is acting as trustee.

Quincy, Ill.—I have been connected with J. E. Hood & Co., grain commission merchants here, as a member of the firm for the past three years, but in the future will be engaged in the cash grain business with shipping point at West Quincy, Mo., at which place a small elvtr. will be built early in 1923.—Edward J. Siepker, Siepker Grain Co.

St. Francisville, Ill.—The St. Francisville Farmers Elvtr. Co., which recently organized and incorporated for \$15,000, has purchased the Piel & Baker Elvtr here and will engage in the buying and selling of grain. It will also handle flour, feed, mill products and coal. M. Fitzgerald will be in charge.

Springfield, Ill.—The law regarding the eradication of Canada thistles has been violated without prosecution; but Seed Analyst A. C. Wilson states that those days are gone. Owners of inclosed property on which thistles are growing are cautioned to exterminate these and other noxious weeds.

Chatten, Ill.—Separate businesses of the Chatten-LaPrairie Elvtr. Co. have been established here and at La Prairie as contemplated. The business here will be known as the Chatten Farmers Co-op Elvtr. Co., and has been incorporated for \$16,000 by D. W. McClintock, Rudolph Haschemeyer, J. Janssen, M. J. Sass and Charles Miller.

La Prairie, Ill.—Separate businesses of the Chatten-LaPrairie Elvtr. Co. have been established here and at Chatten as contemplated. The business here will be known as the La Prairie Farmers Co-op. Elvtr. Co. and has been incorporated for \$10,000 by A. Aden, Arthur Tenhaeff, Albert Alexander, J. H. Meints and Nicholas Bushboom.

Roseville, Ill.—The firm of George E. Pratt Estate and Pratt & Pratt have been composed of the heirs of George E. Pratt who was in the grain business here from 1874 until his death in 1919. The estate having been wound up, the above firm name will no longer be used and beginning July 12, the business will be conducted under my name.—Isaac C. Pratt, mgr.

## CHICAGO NOTES.

The single leg of the elvtr. being erected for the Norris Grain Co. will be equipped with Falk Gears.

Memberships in the Board of Trade sold for \$5,600 net July 13, an advance of \$100 over the previous sale.

W. F. Ickman and E. Bennett have been made solicitors of the Updike Grain Co., to cover Iowa and Illinois, respectively.

Harry Boore, inspector, weigher and registrar of provisions for the Board of Trade for eleven years, died July 11 of pneumonia which followed an operation.



The plant of the Star & Crescent Mfg. Co. will be operated by the Star Mfg. Co., controlled by the Washburn-Crosby Co.

Captain Joseph Maxwell Phillips, said to be the oldest grain trader in the country, and a well known figure on the Chicago Board of Trade died July 19 at the age of 97 years.

Louis J. Weigle has retired from the firm, Noyes & Jackson, and Charles H. P. Yallalee and Alfred B. Stoddard have been admitted as partners. They will be connected with the New York office.

E. E. Kendall, founder of the E. E. Kendall Wholesale and Retail Grain Co. with which he was associated for 25 years, died suddenly July 2 at the age of 61 years. He is survived by his widow, a son and five daughters.

The following have been elected to membership in the Board of Trade: George S. Green, W. H. Logan, Jr., J. N. Rawleigh, Oliver J. Martin, Jeremiah Harrison, Edward J. Kelley, William Burr and Ralph Stoner, the latter of Hamburg, Ia., and M. E. Tracy.

The brokerage firm of Nast & Co. was forced into bankruptcy on July 14, and the Chicago Title & Trust Co. has been named as receiver. Abel Davis, vice-pres. has assumed charge of the Chicago offices. It has been said that the chief cause of the company's difficulties was over-extension of credit to some of its customers, so that the assets depend on what can be recovered. Liabilities are estimated at \$6,000,000. Samuel Nast, head of the company, has been suspended from the Stock Exchange, the reason being that he failed to meet contracts and failed to notify the exchange of his insolvency. He is also a member of the Board of Trade and the New York Stock Exchange.

Henry Rang & Co. have taken over the business of W. H. Bartz & Co. at St. Louis and Des Moines and have become members of the St. Louis Merchants Exchange and the Des Moines Board of Trade. Mr. Bartz will be connected with the Rang Co. V. L. O'Connor, who gave up his position as mgr. of the Farmers Grain Co. at Graettinger, Ia., because of ill health, has become connected with the Rang Co. as country solicitor, with headquarters at Fairmont, Minn.; E. W. Stoelck is now located at Carroll, Ia., and W. R. Hyde, who has been with the company for about 12 years, has retired and is succeeded by Morton Larson, who will cover the same territory, western Wisconsin, Minnesota and South Dakota.

## INDIANA

Mellott, Ind.—A 20-ton scale has been installed in the plant of McCardle & Page.

Burney, Ind.—Delger Moor has installed a McMillin Wagon and Truck Dump in his elvtr.

Arcadia, Ind.—The Farmers Co-op. Co. has installed a McMillin wagon and truck dump in its elvtr.

Westville, Ind.—Scoopors are doing business here. The Farmers Elvtr. Co. is the only regular dealer.

Stone, Ind.—Elmer Wilson of Saratoga, recently bot the elvtr. of Dale Bros. here thru Claybaugh & McComas.

Bremen, Ind.—Farmers in this vicinity are contemplating leasing the elvtr. and grain business of J. R. Dietrich & Sons.

Frankfort, Ind.—James W. Boyles, once a prominent grain dealer in this part of the state, died recently at his home here.

Lafayette, Ind.—The Mattheus Schnaible Grain Co. has extended the period of its corporate existence to June 22, 1972.

Red Key, Ind.—The plant of the Red Key Equity Exchange Co. was slightly damaged on July 10 when it was struck by lightning.

Miller, Ind.—Contract has been awarded for the erection of a 20,000-bu. elvtr. for Iglehart Bros. of Evansville, which is expected to be in readiness for this season's crop.

Indianapolis, Ind.—Arthur Rohm who, until recently, was with Rohm Bros. of Rockville, has become connected with the Bert A. Boyd Grain Co. of this place as traveling salesman.

Orestes, Ind.—The elvtr. of the Urmston Grain Co. which was badly damaged by a windstorm a few months ago, is being rebuilt.

Mohawk, Ind.—The elvtr. of the Mohawk Elvtr. Co. passed into the hands of McComas & Prichard of Mt. Comfort at a receiver's sale on July 8, and the new owners have already taken possession. The sale was made thru Claybaugh & McComas.

Clayton, Ind.—The Home Mfg. Co. has been organized and incorporated for \$15,000, to buy and sell grain. Incorporators: Charles Worrell, J. W. Hubbard and Joseph Edmonson.

Rob Roy (Attica p. o.), Ind.—Ed Foster's elvtr. here was damaged by fire July 8 when sparks from burning coals set the cob chute ablaze.

Treaty, Ind.—One end of the plant of the Farmers Co-op. Elvtr. was blown about a foot from its foundation in a heavy windstorm here recently.

Stewartsville, Ind.—A 20,000-bu. elvtr. will be erected here for Iglehart Bros. of Evansville. Contract has been awarded and the place is expected to be completed in time for this season's crop.

Muncie, Ind.—A. E. Betts and his son, Charles Betts, who recently sold their plant at Forest, Ind., have purchased the elvtr. here of the Farmers Elvtr. Co.

Petersburg, Ind.—The elvtr. being erected for the Whitelock Mfg. Co. to replace the one that was burned will have a capacity of 10,000 bus. It is rapidly nearing completion.

Nulltown (Connersville p. o.), Ind.—We intend to equip our plant here with a 10-ton truck scale and a McMillin Truck Dump as soon as conditions will permit.—Uhl-Snyder Mfg. Co.

Manson (Frankfort p. o.), Ind.—I have bot the S. Van Steenburg Elvtr. and will make some improvements soon. E. O. Shepard is mgr.—J. C. Jordan, Manson Grain Co.

Stewart (Tab p. o.), Ind.—On June 15 A. J. Miller and Joe Weaver bought the elvtr. of Seeger, Betts & Ward. They have taken possession and are doing business under the name Miller Elvtr. Co.—Miller Elvtr. Co.

Simpson (Huntington p. o.), Ind.—George and Will Pasko have purchased the Simpson elvtr. which was formerly owned by the Mardenis Equity Exchange. They will deal in grain, hay and coal.—A. L. Vickery, mgr. Mardenis Elvtr.

Indianapolis, Ind.—Joseph A. Kibler has been succeeded as pres. of the Board of Trade by Harvey Mullins, second vice-pres. of the Acme-Evans Co. Mr. Kibler has become chairman of the governing com'te.

Royal Center, Ind.—Notes, representing sales of the Farmers Elvtr. Co. which were stolen the latter part of February, were found a short time ago, torn to bits. It is believed that they were discarded only recently, as they show no signs of weather wear, and efforts are being made to piece them together.

Forest, Ind.—We will get our mail at Forest as we are still interested in several elvtrs.—A. E. Betts & Son.—Betts & Son recently sold their elvtr. here to Frank Sellars & Son, who write, "Our address will be changed from Frank Sellars & Son, Fairland, to the Sellars Grain Co., Forest.—Sellars Grain Co."

Brooklyn, Ind.—The fire on July 10, damaged our barn-warehouse, trucks, one team and some stock. Loss is about \$10,000, covered with insurance. This loss was south of our elvtr., however, we had a loss of about \$100. We will rebuild the warehouse and barn of fireproof material.—Hughes Lumber & Grain Co.

Poseyville, Ind.—Our 20,000-bu. elvtr. was burned July 11. Had \$6,000 insurance on building, \$2,500 on stock; net loss about \$7,500. Had 3,260 bus. wheat in fire. Bigger portion was salvaged at 50c and 75c per bu. The plant was a wooden structure with a metal roof. Will rebuild at once, concrete or tile, and will install 25-h. p. kerosene engine.—P. Reising & Son.

Effner (Sheldon, Ill. p. o.), Ind.—The Sheldon Farmers Co-op Co. has completed the work of tearing down its old elvtr. The new one which will be erected on the same site will have a capacity of 25,000 bus., to be a cribbed house covered with galvanized iron, and will be equipped with two dumps, F-M Engine, corn sheller and cleaner. J. B. Worsham is in charge of the plant.

Lafayette, Ind.—Do you know that roadside weeds spread readily into surrounding fields? That cutting in the fall, as ordinarily practiced, is almost useless? That cutting twice a year (in mid-June and mid-August) will prevent the spread of roadside weeds and will eventually destroy them? That many weedy roadsides in Indiana can be plowed up with profit and planted to timothy, blue grass or other tame grasses? That the Botany Division of the Purdue University Agricultural Extension Department will be glad to identify weeds and suggest approved methods of control and eradication?—A. A. H.

## IOWA

Dion (Hartley p. o.), Ia.—Charles Liter has assumed charge of the elvtr. here.

Washington, Ia.—The plant of the Washington Elvtr. Co. was almost totally destroyed by fire July 14.

Edna, Ia.—The plant of the Quaker Oats Co. at this place has been repaired and equipped with a new manlift.

Dayton, Ia.—The partnership of George Richey and C. A. Lundblad in the Farmers Elvtr. Co. has been dissolved.

Sheldon, Ia.—J. W. Burns recently purchased the property of the Hunting Elvtr. Co. which has been operated by H. C. Moeller.

Midland (Rock Rapids p. o.), Ia.—Repairs are being made on the plant here of the Quaker Oats Co. A manlift has also been installed.

Midland (Rock Rapids p. o.), Ia.—Jake Dykehouse of Rock Rapids, has succeeded E. B. Brommer as mgr. of the Farmers Elvtr. Co.

Faulkner, Ia.—E. L. Dreher has resigned his position as mgr. of the plant of the Farmers Elvtr. Co. which he has held for five years.

Riverton, Ia.—Mail addressed to W. E. Burks, who was reported as having bot W. G. Sherman's elvtr. here, is returned marked "Unknown."

Lamoni, Ia.—The Farmers Grain & Seed Co. recently let contract for the erection of a produce building, and has also installed new scales in its plant.

Larchwood, Ia.—H. J. Kuhl, who recently resigned his position as mgr. of the Farmers Elvtr. Co. has been succeeded by W. A. Light of Winfred, S. D.

Des Moines, Ia.—Henry Rang & Co. of Chicago recently bot the business of W. H. Bartz & Co. and will do a general grain business with W. H. Bartz as mgr.

Fairbank, Ia.—The office of the Emerson Grain Co. was relieved of some postage stamps and a few cancelled notes when burglars visited the company recently.

Breda, Ia.—The south side of the Loeltz & Dozier elvtr. at this place caved in July 7, causing over a thousand bus. of grain to be strewn over the ground.

Toronto, Ia.—August Willerts' elvtr. was struck by lightning on July 8 which tore a large hole in the roof and burned out the electric wiring. No fire resulted, however.

Rockwell City, Ia.—B. E. Stonebraker has been succeeded as mgr. of the plant of the Farmers Elvtr. Co. by Clarence T. Hinton who has become a stockholder in the company.

Palmer, Ia.—Howard Lathrup, mgr. of the Farmers Elvtr. Co. here resigned, to take effect Aug. 1. The company's helper, Ray Buckingham, will be the new man.—Bencke Grain Co.

Essex, Ia.—The plant of the Essex Mill & Elvtr. Co. has been reorganized and put in operation with N. C. Nelson in charge. This is one of the elvtrs. recently sold by the Farmers Co-op Exchange.

Legrand, Ia.—The office of the Legrand Elvtr. Co., which is managed by Jesse Tow, was broken into recently and a \$200 adding machine, a check protector valued at \$50 and \$15 worth of stamped envelopes were stolen.

Gladbrook, Ia.—George Koster has been appointed to succeed William Lorenz as mgr. of the Gladbrook Grain & Lumber Co. Mr. Lorenz was originally receiver of the Farmers Elvtr. Co. which was taken over by the lumber company.

New London, Ia.—Oscar Nelson, an employe of the A. D. Hayes Co. had his left hand badly injured while trying to put a belt on the pulley of the elvtr. while the machinery was in operation. The hand was cut and twisted and the bone torn loose.

Denhart (Corwith p. o.), Ia.—A 50,000-bu. oats storage annex will be erected here for Davis Bros. & Arnold of Corwith, which will be equipped with 12-inch conveyors for filling and emptying from the present elvtr. The Younglove Construction Co. will do the work.

Storm Lake, Ia.—The Tracy & Nelson Grain Co. is a newly established firm here. Both members of the new firm, M. E. Tracy and Charles Nelson, have been connected with Lamson Bros. & Co. The company will do a general commission business, and will also act as correspondents of the Lamson Co. at Storm Lake. Mr. Tracy has purchased a membership in the Chicago Board of Trade.



Grundy Center, Ia.—Peters & Rian of Wellsburg, who were contemplating the erection of an elvtr., have let contract to the Younglove Construction Co. for the erection of a 15,000-bu plant, which will be equipped with a dump, a 7½ h. p. motor, 10-ton dump scale and a distributor.

Walker, Ia.—The Farmers Elvtr. Co. has purchased the following feed mill equipment for its plant: one 24-inch attrition mill, directly connected to two 20 h. p. motors, one No. 2 Drednaught ear corn crusher, two motors, 3 h. p. and 15 h. p. roller bearings, and special elvtr. buckets. The machinery was purchased from F. L. Conrad.

Parkersburg, Ia.—John F. Escher, operator of a grain elvtr. and coal business here disappeared a few weeks ago with the money of several of his customers. Since then, Ben Ibeling, his "partner in crime," has returned and confessed to the sheriff as to Escher's whereabouts. The sheriff has left for Denver to induce Mr. Escher to return to Parkersburg.

Sioux City, Ia.—The Sioux City Board of Trade will hereafter be known as the Sioux City Grain Exchange, the change having gone into effect about July 1. The lapse of the articles of incorporation of the old organization gave the opportunity. The Grain Exchange will also be exempt from the payment of the federal income tax. Members are desirous of erecting new quarters or purchasing a new establishment.

Guthrie Center, Ia.—E. W. Miller's elvtr. at this place was totally destroyed by fire a short time ago, incurring a loss of about \$16,000 which is partly covered by insurance. The plant contained about 9,000 bus. of wheat, corn and oats, all being burned, beside valuable elvtr. machinery. The fire is believed to have started from a stroke of lightning. Mr. Miller writes that he has already contracted for the erection of another elvtr.

Webster City, Ia.—We notice you state that the elvtr. being built here is owned by this company. It is being erected for the Farmers Grain Co.—Webster City Elvtr. Co., J. W. Brown, pres.—Two thieves were discovered in the office of the Webster City Co. the early part of the month, one working on the safe and the other endeavoring to make off with a typewriter. They were arrested but while being escorted to the city jail, one of them escaped.

Cedar Rapids, Ia.—We are installing a transfer elvtr. with about 25,000 bus. capacity and will put in large sacking facilities as we expect to do a lot of that kind of business in the south. We will do a general grain business. The writer was mgr. of the grain department of the National Oats Co. here and at St. Louis for the past nine years and resigned June 1 to take over the new company that he organized.—Piper Grain & Mlg. Co., J. M. Piper, pres. and treas.

## KANSAS

Woodbine, Kan.—I am out of business.—E. W. Volkman.

Elbing, Kan.—The elvtr. of the Larrabee Flour Mills Corp. is nearing completion.

Gardner, Kan.—I do not expect to rebuild my elvtr. which was burned.—E. L. Ward.

Oswego, Kan.—A new receiving station has been opened here by the Pearl Roller Mills.

Atwood, Kan.—Jennings & Roller of Wray, Colo., have leased Ritter & Ward's elvtr. here.

Cambridge, Kan.—James T. Stout has purchased the elvtr. of the Cambridge Elvtr. Co.

Bushton, Kan.—The elvtr. of the Bushton Grain Co. will be equipped with electric power.

Zeandale, Kan.—Fielding & Stephenson of Manhattan have opened an elvtr. at this place.

Tescott, Kan.—Work is progressing on the 16,000-bu. elvtr. of the Kansas Flour Mills Co.

Norton, Kan.—The Stinson Grain Co. will operate its elvtr. here which was leased out last year.

Olcott (Turon p. o.), Kan.—Joe Raines has bot the elvtr. here of the Farmers Co-op Co. of Turon.

Cummings, Kan.—I have purchased the Cummings elvtr. here and will operate it as the Cummings Grain Co.—O. D. Amend.

Tice (Copeland p. o.), Kan.—C. D. Jennings Grain Co. of Hutchinson, has its elvtr. and side track completed. I am mgr. for them.—A. C. Plumb.

Kanona, Kan.—The Stinson Grain Co. will operate its elvtr. here which was leased out last year.

Neutral (R. F. D. Columbus), Kan.—The Farmers Union Co-op. Ass'n. was recently capitalized at \$10,000.

Coffeyville, Kan.—The elvtr. of the Allin Grain Co. has been repaired by the Southwest-ern Eng. & Mchy. Co.

Paola, Kan.—G. A. John of Norcatur is the new general mgr. of the plant of the Paola Farmers Union Co-op. Ass'n.

Assaria, Kan.—R. A. Ward has been appointed mgr. of the new elvtr. of the Farmers Mill & Elvtr. Co. which was recently completed.

Charleston, Kan.—Allie Hewes, operator of an elvtr. at Ingalls, has bot the elvtr. of the C. C. Isely's Lumber & Grain Co. at this place.

Dwight, Kan.—The elvtr. bot from the Associated Mill & Elvtr. Co. is owned by the Robinson-Wyatt Grain Co.—W. H. Peterson, mgr.

Olmits, Kan.—The elvtr. recently purchased by Emil Teichgraeber has been opened and will be operated under the name of the K. B. R. Mlg. Co.

Friend, Kan.—The elvtr. of the Morton Grain Co. was partly unroofed and the power house was totally destroyed by the tornadoes on July 8 and 12.

Emporia, Kan.—Repairs, including the installation of new scales, have been made on the Vernon elvtr. here of the Emporia Elvtr. & Feeding Co.

Hutchinson, Kan.—George Gano, grain man and banker of this place, is interested with others, in the erection of a hotel, to cost a half million dollars.

Voda (Collyer p. o.), Kan.—The Robinson Wyatt Grain Co. is the successor to the Jones Rogers Grain Co.—P. A. Lynch, agt. Robinson Wyatt Grain Co.

Melvorn, Kan.—Mail addressed to S. W. Bennett, formerly mgr. here of the plant of the defunct Associated Mill & Elvtr. Co., is returned marked "Removed."

Turon, Kan.—The Turon Elvtr. Co. is a newly organized firm with a capital stock of \$15,000. It has purchased the property of the Farmers Co-op. Co. here.

Ludell, Kan.—Mr. Carpenter, formerly of Siebert, Colo., is now in charge of the plant of the Ludell Equity Co-op. Exchange, succeeding J. C. Von Engeln, who resigned.

Liberal, Kan.—Wheat growers in this vicinity have purchased the elvtr. of the Bolin-Hall Grain Co., formerly of Hutchinson. The new organization will be incorporated.

Varner, Kan.—The new elvtr. being erected for us here is nearly completed. L. P. Collingwood is mgr.—Collingwood Grain Co., S. E. Young, mgr., Pretty Prairie, Kan.

Holton, Kan.—This company is now and always has been perfectly solvent and its stock has never been below par. It has no elvtrs. that it cares to sell.—Western Elvtr. Co.

Broughton, Kan.—B. Hines, mgr. and proprietor of the plant of the Broughton Elvtr. Co., has sold his interest to the Messrs. Carson. Harry Haws will be in charge of the elvtr.

Huscher, Kan.—The elvtr. of the Bossemeyer Bros. Grain Co., of which Harry Nelson is mgr., was slightly damaged by a stroke of lightning recently. The plant was not burned.

Atchison, Kan.—The mill being erected for the Blair Mlg. Co. to replace the one that was burned will also have storage space for 60,000 bus. Horner & Wyatt have the contract.

Cedar Bluffs, Kan.—The plant of the Cedar Bluffs Equity Exchange is being remodeled and when completed, will have a capacity of 15,000 bus. Work is being done by R. L. Dowdall.

Hays, Kan.—Fire starting from friction in the elvtr. head on June 10 slightly damaged the plant of the Colorado Mlg. & Elvtr. Co., locally known as the Hays Mill & Elvtr. Co.

Ellsworth, Kan.—The contract for grain buying of the Weber Flour Mills with the Joseph Janousek elvtr. here has expired and the Weber Co. is contemplating the erection of another elvtr.

Dodge City, Kan.—C. C. Iseley of the C. C. Iseley Lumber Co., has leased the elvtr. of the Davidson Grain Co. in South Dodge and plans are being made to improve the plant which will offer terminal elvtr. facilities in addition to regular elvtr. service.

Saxman, Kan.—Farmers in this vicinity purchased the plant of the Leonard Mill & Elvtr. Co. at a recent sheriff's sale, and the business will be continued under the receiver, C. A. Cooper.

Munden, Kan.—We are remodeling and enlarging capacity and painting our elvtr. here, and intend to build an office, also. We did not buy an elvtr. at Cuba as reported.—J. F. Gregory & Sons, Byron.

Kinsley, Kan.—The Hillyer-Waite Grain Co. of Dodge City is the defendant in suit brot by C. C. Sterrett of Hutchinson. The grain company bot the Kinsley elvtr. the early part of the year from Messrs. Sterrett and Krupp, but it is alleged that other than the first payment done, the contract was never completed.

Goodland, Kan.—The Shannon Grain Co. of Kansas City, Mo., has awarded contract for the erection of an iron clad, 27,500-bu. elvtr. here to be equipped with a Fairbanks 10-ton Automatic Scale, motors, a Hall Distributor, Richardson Automatic Scale and a truck dump. The Federal Engineering Co. has the contract.

Edson, Kan.—The Shannon Grain Co. of Kansas City, Mo., will erect a studded, iron clad elvtr. at this place having a capacity of 27,500 bus. which will be equipped with a corrugated galvanized siding, Fairbanks 10-ton Automatic Scale, 6-bu. Richardson Automatic Scale, Hall Distributor, 10 h. p. F-M Type "Z" Engine and a combination truck dump. Contract was awarded to the Federal Engineering Co.

Hutchinson, Kan.—We wish to confirm the report that the C. C. Smith Wholesale Grain Co. of Conway Springs has opened an office here under the name of the Smith-Flood Grain Co. and have incorporated under the laws of Kansas. We intend to conduct a general brokerage and merchandising grain business, making milling wheat and consignments our specialties. The office at Conway Springs will still be known as the C. C. Smith Wholesale Grain Co.—Smith-Flood Grain Co., C. E. Jom, mgr.

Ashton, Kan.—The judgment mentioned does not have any bearing upon the elvtr. reported sold to cover same, for the reason that the elvtr. was sold recently on a chattel mortgage. My judgment will be partly satisfied from attachments upon grain and the elvtrs.' stock of farmers accessories, such as twine, etc.—A. H. Denton, pres. Home National Bank, Arkansas City, Kan.—It had been reported that the elvtr. of the Farmers Union was sold to cover a judgment of \$5,125.56.

Kansas City, Kan.—Because the state tax commission was rushed with appeals on tax assessments, the case of the grain elvtr. assessment appealed by A. L. Berger, attorney for the grain elvtr. companies, was postponed until July 17. Berger protested the assessment by County Assessor W. G. Bird on the grounds that the tax levy was too high. According to Berger, the case of the grain elvtr. has been taken to the state tax commission for the last two years. In both cases, the elvtrs. won. Bird, however, declares that the tax levy is just and that the assessment was based on the requirements of the law.

## SALINA LETTER.

W. M. Cumbow will hereafter be in charge of the Western Star Elvtr. Co. having severed his connection as deputy weighmaster of the Salina Grain Inspection Bureau.

The H. D. Lee Mlg. Co. is planning to erect a \$150,000 addition to its mills and elvtr. which will include a 340,000-bu. addition to the elvtr. making the total capacity 465,000 bus.

Joe Jackson of Beloit has been appointed to succeed R. L. Phelps as mgr. of the plant of the B. C. Christopher Co., the latter having become connected with the Hoopes Grain Co.

We have sold our grain business here known as the Richter Grain Co. to O. F. Hoopes of Lucas, Kan. The writer has taken over the management of the John Hayes Grain Co. here.—A. D. Richter, Richter Grain Co.

O. F. Hoopes who has been in the grain buying business at Lucas for a number of years, recently opened an office in the Farmers Union Insurance Bldg. here, where he will be connected with R. L. Phelps, formerly mgr. of the plant of the B. C. Christopher Co. They will conduct business under the name of the Hoopes Grain Co.

## WICHITA LETTER.

W. F. McCullough, mgr. of the grain department of the Kansas Mlg. Co. has been elected a vice-pres. and director of the company.



W. T. Macauley will be in charge of our consignment department.—I. H. Blood Grain Co.

The Geis-White Grain Co. recently incorporated for \$25,000, was formerly known as the Samuel C. Groth Grain Co. J. B. Geis, one of the incorporators, and formerly with the Wichita Terminal Elvtr. is pres. and S. C. Groth, vice-pres.

Stockholders of the Victory Mill & Elvtr. Co. held their annual meeting recently and elected the following directors: John Madden, Jr., Thomas Dawkins, John Madden, Sr., John Keil and J. W. Leporin. The name of William Reid who, a short time ago, asked that a receiver be appointed for the company, stating that the dealings of the officers were unsatisfactory, also filing suit for \$9,000 alleging it was salary due him for managing the company, was omitted.

## KENTUCKY

Paducah, Ky.—The 25,000-bu. elvtr. of Edwin C. Hawkins has been completed and put in operation. Kaucher, Hodges & Co. had the contract.

## MARYLAND

Washington, D. C.—The plant of the Wilkins-Rogers Milling Co. was slightly damaged by fire recently.

Hurlock, Md.—The elvtr. of the Hurlock Mfg. Co. was blown up, a colored man fatally injured and another seriously hurt as the result of an explosion believed to have originated from a lighted match in the plant, which was being fumigated.

### BALTIMORE LETTER.

Baltimore, Md.—William Roberts, freight broker, has applied for membership in the Chamber of Commerce.

Baltimore, Md.—Irving Baugher of the grain commission and forwarding firm of Dennis & Co., has applied for membership in the Chamber of Commerce.

Baltimore, Md.—The Western Maryland Railway Co. has started work on the construction of 142 additional concrete storage tanks with a capacity of 2,000,000 bus. This is in addition to 800,000-bu. enlargement now nearing completion. The elvtr. when completed will have a capacity of 5,800,000 bus. and two more driers which will dry 10,000 bus. of grain per hour, will also be erected.

Baltimore, Md.—The new plant of the Baltimore & Ohio Railroad which will be built to replace the one recently burned, will cost not less than \$5,000,000 and the capacity will equal that of the old one which held about 2,500,000 bus. One of the distinctive features of the plant will be a series of conveying galleries leading from the concrete storage bins to merchandise piers whence they will run the length of the piers and from these galleries, will project the loading spouts, enabling vessels to load their grain cargo simultaneously with general cargo, this effecting a great saving of time and expense of shifting vessel.

## MICHIGAN

Dimondale, Mich.—We are not operating our elvtr. here.—Stockbridge Elvtr. Co., Jackson.

Albion, Mich.—A. D. Jeffrey has succeeded Bert Ellis as mgr. of the Albion Farmers Elvtr. Co.

Morrice, Mich.—Repairs, including a new cupola and the enlargement of the capacity, have been made on the elvtr. of the Morrice Grain & Bean Co.

Marlette, Mich.—A \$15,000 loss was sustained by the Wilson Elvtr. Co. when hay sheds, thirteen cars of baled hay, 6,000 sacks of potatoes and three cars of fertilizer were burned.

Prescott, Mich.—The elvtr. being erected by the Prescott Grain Co. on the site formerly occupied by the plant of the Saginaw Mfg. Co. which was burned, is nearing completion. W. A. Lucas will have charge of the new plant.

Pt. Austin, Mich.—The Bad Axe Grain Co. of Bad Axe recently purchased the elvtr. of Wallace Bros. at this place for the sum of \$20,000. The Bad Axe Co. now operates about twelve elvtrs in this vicinity. Anthony Goretski will be in charge.

Pompeii, Mich.—In answer to the petition recently filed by the Capital National Bank of Lansing, asking that a receiver be appointed for George L. Jessop & Co. of which the bank was one of the largest creditors. Smith G. Young has been named receiver, and the business will be conducted under his direction.

## MINNESOTA

Villard, Minn.—E. L. Smith's elvtr. was badly burned on July 7.

Easton, Minn.—Frank Speight is now operating the Farmers Elvtr. Co. here.

Lake City, Minn.—C. S. Cardinal has resigned as agent of the Hunting Elvtr. Co.

Truman, Minn.—H. L. Krause has been appointed mgr. of the Farmers Elvtr. Co.

Kiester, Minn.—Contract has been awarded for the erection of an elvtr. for R. S. Angell.

Freeborn, Minn.—The Hunting Elvtr. Co. is having its elvtr. repaired by the T. E. Ibberson Co.

Hawley, Minn.—Oscar Myran has succeeded J. Fridlund as mgr. of the plant of the Farm-operations.

Alden, Minn.—A truck and wagon dump has been installed in the plant of the Speltz Grain & Coal Co.

Hutchinson, Minn.—The Imperial Elvtr. Co. of which C. Jensen is mgr., has again resumed ers Elvtr. Co.

Chandler, Minn.—The plant of the Chandler Farmers Elvtr. Co. was slightly damaged by fire recently.

Kanaranz, Minn.—W. F. McDowell recently resigned his position as mgr. of the Farmers Elvtr. Co. here.

Storden, Minn.—A new company is being organized, which will replace the Storden Grain Co. recently dissolved.

Pipestone, Minn.—G. A. Harris is the new mgr. of the Monarch Elvtr. Co. instead of W. H. Moore, as recently reported.

Sauk Center, Minn.—We had a small fire on the engine room roof. Damage about \$50.—Central Minnesota Power & Mfg. Co.

Lake City, Minn.—In addition to other improvements on the plant, the Farmers Elvtr. Co. has installed an automatic scale.

St. James, Minn.—The Rempel Elvtr. has been purchased by Hubbard & Palmer who are overhauling it, preparatory to putting it in operation.

Amiret, Minn.—The elvtr. of the Amiret Farmers Elvtr. Co. of which Robert A. Struthers is pres., has been leased by the Atlas Elvtr. Co.

Bricelyn, Minn.—T. Gary, formerly in charge of the elvtr. of the Easton Farmers Elvtr. Co. of Easton, is now mgr. of the Farmers elvtr. at this place.

Moorhead, Minn.—The work of rebuilding the plant of the Moorhead Farmers Elvtr. Co. has been completed. The Hickok Construction Co. had the contract.

Owatonna, Minn.—Stockholders of the Owatonna Farmers Elvtr. & Mercantile Co. have decided to reorganize the company. The charter expires this year.

Walnut Grove, Minn.—The plant and all equipment of the Farmers Elvtr. Co. of which S. J. Proven is receiver, will be sold to the highest bidder on July 25.

Matawan, Minn.—The Hunting Elvtr. Co. is having a large annex erected at this place, and the elvtr. is being overhauled. The T. E. Ibberson Co. is doing the work.

Elmore, Minn.—The plant of the Farmers Elvtr. Co. will be re-sided, painted and repaired. Contract for the work has been awarded to the T. E. Ibberson Co.

Litchfield, Minn.—At the recent annual meeting of the Independent Co-op. Elvtr. Co., it was decided to continue trying to raise \$25,000 to refinance the company.

Okabena, Minn.—E. Shoppman is the new mgr. of the plant of the Brunett Elvtr. Co. He has been succeeded as second man at the Farmers Elvtr. Co. by Will Schultz.

Akely, Minn.—Our 10,000-bu. elvtr. was burned July 9, the fire caused by lightning. Total loss of \$10,000 which is fully insured. There was about one carload of grain destroyed, also insured. We will rebuild immediately. Figuring now on kind and capacity.—H. C. Ervin Co., John Bouck, agt.

Ceylon, Minn.—Officials of the Farmers Elvtr. Co. are investigating a report of Sec'y D. Paisley that a shortage of \$15,000 was found in the accounts of the company.

Duluth, Minn.—M. J. Dunn and J. H. Ogle have been admitted to membership in the Board of Trade and Louis Hanson and T. H. Sammis have withdrawn their memberships.

Rush City, Minn.—The mill here of the Diefenbach-Prina Co. of St. Paul, will be put in operation some time in August. This was formerly the plant owned by the defunct Rush City Mfg. Co.

Tenney, Minn.—The Farmers Elvtr. Co. of which F. M. McAlpin is sec'y and mgr. is rebuilding its legs, respouting and installing a new boot-tank. The work will be done by D. F. Hoag & Co.

Badger, Minn.—A 25,000-bu. elvtr. is to be erected here for the Red Lake Falls Mfg. Co. which has already let contract to the Hickok Construction Co. The elvtr. will have one leg and will be equipped with a 15-h. p. F-M Type "Z" Engine, a 1,000-bu. Richardson Automatic Scale, a 16x8 Fairbanks Dump Scale. A flour warehouse is also being erected in connection with the elvtr.

### MINNEAPOLIS LETTER.

Donald D. Davis has been appointed sec'y and director of the Washburn-Crosby Co., succeeding William G. Crocker, who died a few months ago.

The J. Rosenbaum Grain Co. recently opened a local branch private wire office in the Chamber of Commerce Bldg. here which will be managed by Herman Wernli, formerly of Wernli & Anderson.

D. D. Davis, who was formerly vice-pres. of the New York Trust Co., and trust officer of the Liberty National Bank of New York, recently became sec'y and a director of the Washburn-Crosby Co. Mr. Davis was associated with James Bell, vice-pres. of the Washburn Co., while in the U. S. food administration service.

Three banks of this place have joined in filing an involuntary petition of bankruptcy against E. L. Welch, pres. of the defunct E. L. Welch Co. The banks, which are the Mercantile State, Midland National and Metropolitan National, have made the petition personally, as guarantor upon paper held by the bankrupt company, and it seeks to obtain a tract of land, capital stock in the Security Elvtr. Co. and the Kintyre Township Co. and the Crescent Mfg. Co., which Welch deeded to the brokerage company last March. The petition sets forth that the transfer was made while Welch was insolvent and was done with the intention of giving one creditor preference.

## MISSOURI

Quitman, Mo.—The J. C. Ware Grain Co. has succeeded Booker & Ware.

Bigelow, Mo.—I am now mgr. of the Farmers Elvtr. Co. here.—J. W. Hill.

La Grange, Mo.—A ten-ton scale has been installed in the plant of the La Grange Elvtr. Co.

Quitman, Mo.—I am the only track buyer here. There is no elvtr., only dump loading device.—H. C. Bailey.

Garden City, Mo.—Robert Stowers has been employed by Albert Leadbetter to assist in operating the grain elvtr. here.

Napier, Mo.—My son, Roy L. Hill, will buy grain here and at Fortescue.—J. W. Hill, mgr. Farmers Elvtr. Co., Bigelow, Mo.

Union, Mo.—The plant of the Farmers & Merchants Mfg. Co. will hereafter be managed by A. J. Monroton of Villa Ridge.

Monett, Mo.—I. L. Mace has been succeeded here as mgr. of the local business of the Rea-Patterson Mfg. Co. by H. S. Horine.

Ethel, Mo.—The Ethel Mfg. Co. is the successor of the Byler & DeVanet Mfg. Co. O. E. Wright is mgr. This is the only elvtr. and grain hauling plant here.

Jamesport, Mo.—The Mason Grain Co. is erecting a 20x50 foot frame building along the Rock Island railroad tracks in which he will do a grain business.

West Quincy, Mo.—I have been connected with J. E. Hood & Co., grain commission merchants of Quincy, Ill., as a member of the firm for the past three years; but in the future will be engaged in the cash grain business with shipping point at this place where a small elvtr. will be built early in 1923.—Edward J. Sieper, Sieper Grain Co., Quincy, Ill.



Mexico, Mo.—The following officers were elected at the annual meeting of the Pollock Mill & Elvtr. Co.: W. W. Pollock, pres., Judge Alex Carter, vice-pres., C. C. Brown, treas., and C. W. Edmondson, sec'y. C. C. Brown has been transferred from Ethlyn as mgr.

Independence, Mo.—The annual meeting of stockholders of the Waggoner-Gates Mfg. & Elvtr. Co. was held on July 3 and the following were elected: T. O. Cunningham, pres., A. B. Waggoner, first vice-pres.; W. I. Heddens, second vice-pres.; W. C. Dunn, sec'y and K. K. Waggoner, treas. Directors: T. O. Cunningham, W. C. Dunn, W. I. Heddens, Mrs. Elizabeth Waggoner, A. B. and K. K. Waggoner and T. B. Wallace.

Sweet Springs, Mo.—The Missouri Pacific Railroad recently won a damage suit of \$40,000 in the supreme court which had been rendered against it by a jury in favor of the Farmers Elvtr. & Grain Co. of this place. The elvtr. which was situated near the tracks was burned in 1918. The company sued the railroad for \$44,586.77 and obtained \$40,000 on the assumption that the plant was set afire from sparks from passing engines. Because of lack of evidence, however, the case was brot up in the supreme court, and judgment reversed.

#### KANSAS CITY LETTER.

Memberships in the Board of Trade sold for \$11,500 net on July 14.

Plans made for the establishment of a grain credit buro here have been temporarily postponed.

The Board of Trade membership of Frank Barrett, who died a short time ago, has been sold to Joseph Hollister, Jr., for \$12,000.

The hearing on the restraining order preventing the use of private wires of companies leasing them, has been postponed until September.

Elmer R. Stripp, formerly with the Vander-slice-Lynds Co. has engaged in the grain business here under the name of the E. R. Stripp Co.

Work on the 1,000,000-bu. elvtr. planned by the Missouri, Kansas & Texas Railroad, will be started about October 1, expected to be completed by April, 1923.

C. F. McCord and D. C. Logan recently became connected with the Croysdale Grain Co. Mr. Logan is a grandson of W. E. Croysdale, who founded the company.

Fred R. Warrick recently applied for membership in the Board of Trade on a transfer from Arthur G. Evans. George Hugby has bot the membership of L. P. Nellis.

Fred Bedell, formerly with the defunct Kemper Grain Co. has become connected with the Farmers Union Jobbing Ass'n. He has purchased Alfred Hertz' membership in the Board of Trade.

Work on the enlargement of the Kansas City Southern Elvtr. being operated by the Moore-Seaver Grain Co., is expected to be completed by Oct. 1. The Folwell-Ahlskog Co. has the contract.

Judge T. F. Doran of Topeka, who was appointed special master, heard testimony on 250 claims on July 3, in cases against the Associated Mill & Elvtr. Co., charged with having sold fraudulent stock. The company has been in receivership for a year.

A com'te on a new building for the Board of Trade is now making plans for the new structure as the Board's lease on its present quarters expires in two years. About \$500,000 in the treasury is allotted for the new building, but it is expected to amount to about \$3,000,000.

A new flour mill of greater capacity than the present 2,000 bbl. Bulte mill, is being planned by the Kansas Flour Mills Co. Location and actual barrel capacity have not as yet been decided by the officials of the company, but it is predicted that the plant will be of 6,000 bbl. capacity. It is planned to have it ready for operation by September, 1923.

The elvtr. workers' strike, which went into effect July 3, ended July 12 when operators of six plants signed agreements with the Elvtr. Workers Union, renewing the old wage scale and acceding to seniority demands made by the union. As a result of the strike, however, elvtrs. will hereafter be operated on the open shop basis. Only one plant was closed, that of the Hall-Baker Grain Co., as every employe quit work.

#### ST. LOUIS LETTER.

Joe Scott has been appointed mgr. of the cash grain department of the Overland Grain Co.

The 750,000-bu. elvtr of the Lemp Brewery has been sold to Roscoe Buchanan for the sum of \$78,000.

Willard Wall has applied for membership in the Merchants Exchange on a transfer from Fred A. Meier.

The following have applied for membership in the Merchants Exchange: W. N. Adams, J. A. Harrison and Willard Wall.

Harrison Ward & Co. have recently established offices here in the Merchants Exchange which are directly connected with all principal markets by wire.

Charles Winter, formerly with Goffe & Carkener, recently became connected with the St. Louis office of the Armour Grain Co. and is handling the cash grain.

The Seele Elvtr. Co. which has been operating the Mississippi Valley Elvtr. has withdrawn the plant as a regular elvtr. under the rules of the Merchants Exchange, and has relinquished its lease on the property.

#### MONTANA

Comanche, Mont.—The plant here of the State Elvtr. Co. suffered a slight fire loss recently.

Terry, Mont.—The Eastern Montana Elvtr. Co. recently installed a truck dump in its plant.

Winifred, Mont.—The property of the J. G. Waldron Elvtr. Co. has been taken over by the Montana Elvtr. Co.

Plentywood, Mont.—George Prochnow has been succeeded as mgr. of the Progressive Farmers Elvtr. Co. by E. G. Brown.

Scobey, Mont.—The Northern Grain Co. is installing a Kewanee lift and having other repairs made by the T. E. Ibberson Co.

Ross Fork, Mont.—The Equity Elvtr. which was recently purchased and incorporated by farmers, will operate under the name of the Ross Fork Elvtr. Co.

Scobey, Mont.—The Scobey Grain Co. is installing a Kewanee All Steel Lift, Howe scale and are having other improvements made by the T. E. Ibberson Co.

Wolf Point, Mont.—The Equity Coop. Ass'n is having its elvtr. overhauled by the T. E. Ibberson Co. A Kewanee lift is being installed, as well as a dump and scale.

Scobey, Mont.—The International Elvtr. Co. is having a Kewanee dump and Howe scale installed in its elvtr. Other general repairs are also being made by the T. E. Ibberson Co.

Havre, Mont.—W. H. Goozee has been transferred from Rudyard to this place by the St. A. & Dakota Elvtr. Co. as auditor. He succeeds Mr. Simon at Havre, who has been appointed assistant superintendent.

Oswego, Mont.—A single Kewanee Truck Lift with a 10-ton, 18-foot scale will be installed in the plant here of the Smith-Tyner Co. Other repairs will also be made. The work will be done by the Hickok Construction Co.

Glasgow, Mont.—A combination auto truck and wagon dump is being installed in the plant of the Occident Elvtr. Co., the work being done by the Hickok Construction Co. Other repairs will be made on the plant, also. A Fairbanks Scale was installed a short time ago.

Wolf Point, Mont.—Fred Bettschen, formerly mgr. of the plant of the Occident Elvtr. at Froid, has taken charge of the plant of the Imperial Elvtr. Co. here. Mr. Bettschen has been succeeded at Froid by George Hunter, who was formerly connected with the Froid Farmers Elvtr. Co.

Helena, Mont.—The new form of storage ticket has been made public by the Commissioner of Agriculture, the terms of which are two cents per bushel for handling for immediate delivery and four cents per bushel for the usual storage and delivery, where covered by insurance. For flax the rate is five cents per bushel.

Scobey, Mont.—A 25,000-bu. elvtr. is to be erected for the Smith-Tyner Co., which will be equipped with a 10-h. p. Fairbanks "Z" Engine, a 1,250-bu. Richardson Automatic Scale, 10-ton, 26-foot dump scale, a double Kewanee Truck Lift and an expert cleaner. The contract has been awarded to the Hickok Construction Co.

Havre, Mont.—We are now building to replace the elvtr. which was destroyed by fire last February. Our cribbing is about 20 feet high at the present. The new house is to be 37 feet on the track by 32 feet with 19 bins cribbed 50 feet to the eaves with double leg. We are using a double distributor and a shipping scale, a 10-ton dump scale and a truck dump. We will have a warehouse 40x80 feet adjoining the elvtr. in which we will have our feed mill, seed cleaners and poultry feed mixing plant. The main elvtr. will be equipped with a No. 70 cleaner.—C. A. Slingstad, mgr. grain dept. H. Earl Clack Co.

#### NEBRASKA

Kearney, Neb.—Paul Burgner recently leased the elvtr. of the Kearney Flour Mills Co.

Peru, Neb.—J. B. Parriott has succeeded Ed. J. Jorgensen as mgr. of the Farmers Elvtr. Co.

Denton, Neb.—The Farmers Elvtr. Co. has decided to discontinue its flour mill business here.

Scotia, Neb.—Elmer West has been succeeded as mgr. of the Scotia Grain & Supply Co. by John Moore.

Diller, Neb.—G. C. Blauser will be in charge of the newly established elvtr of the Nye-Schneider-Jenks Co.

Syracuse, Neb.—Frank Shirey has been succeeded as mgr. of the Duff Grain Co. by J. B. Thompson.

Union, Neb.—A new grinder has been installed in the plant of the Farmers Elvtr. Co. which is conducted by L. G. Todd.

Schuyler, Neb.—The plant here of the Wells-Abbott-Nieman Co. was opened July 15 after being closed for a year.

Wilbur, Neb.—C. H. Aller of the Black Bros. Mill of Beatrice, has leased the plant of the Farmers Elvtr. Co. here.

Rushville, Neb.—Davis & Wolvington have leased the Aplan Warehouse and Elvtr. here. They will deal in grain and livestock.

Eustis, Neb.—C. B. Seldomridge has taken down his old elvtr. and is erecting a new one which will have a capacity of 15,000 bus.

Pawnee, Neb.—B. S. Etchison has become connected with Vern Howard in the Pawnee Grain Co., having purchased a half interest recently.

Brainard, Neb.—A. T. Anderson is temporarily succeeding A. Proskovec as mgr. of the elvtr. and lumber yard of the Nye-Schneider-Jenks Co.

Davenport, Neb.—I bot the plant of the Shannon Grain Co. as reported and will operate it in connection with the one I had here.—A. J. Schoenfeld.

Johnson, Neb.—The Johnson Grain Co. has completed a new foundation for its elvtr. and has also installed a 5-h. p. motor which will be used in place of the gas engine.

Superior, Neb.—The following offices were elected at the annual meeting of the Superior Grain Exchange held on July 5: George Scoular, pres., J. C. Norgaard, vice-pres., Herbert Nelson, sec'y.

Gering, Neb.—J. W. and F. L. Armstrong are the wheat growers mentioned recently as having leased the plant of the Gering Mfg. & Elvtr. Co. They will conduct a grain and feed business.

Nebraska City, Neb.—B. V. Sloan sold his business to F. S. DeLong and myself on June 24, and the firm is doing business under the name of C. L. DeLong Co. We are doing a brokerage and merchandising grain business.—C. L. DeLong.

Lincoln, Neb.—The office here of the Nye-Schneider-Jenks Co. has been closed and C. G. Crittenden who has been in charge for about 20 years, is now connected with the company at Omaha, in charge of the grain terminals at that place, Lincoln and Fremont.

Omaha, Neb.—We took over the Holmquist Elvtr. on July 18, but have not determined what name shall be given the plant. For the present T. C. Manning, formerly in charge of our Independent Elvtr. here, will be in charge.—Nye-Schneider-Jenks Co., C. L. Bostwell, sec'y.



Omaha, Neb.—Perry Smith of St. Louis has been appointed successor of Frank Foltz as mgr. of the Maney Grain Co. Mr. Smith was connected with this company some years ago. R. H. Loomis and Howard McMonies have been put in charge of the consignment department of the company.

Ragan, Neb.—The Supreme Court of Nebraska has affirmed the judgment of the district court of Harlan County in favor of the Farmers Grain & General Shipping Ass'n. against St. Elmo Jordan, charged with converting \$6,000 of the Ass'n's funds to his own use. Jordan first used \$450 of his own money in Board of Trade speculations, and then, according to the evidence, drew checks on the Ass'n for \$6,911.80 more. The commission firm repaid \$1,666.64; and the court gave judgment for \$5,245.16 with interest at the rate of 7 per cent from Nov. 11, 1919, the date of the discovery of the conversion.

Milligan, Neb.—Emil Kotas, mgr. of the Milligan Grain Co., is reported as being prosecuted for failure to take out a warehouse license and bond for the Milligan elvtr., which was said to contain \$75,000 in farmers' grain in storage. Mr. Kotas writes: "I am not being prosecuted yet, but think I will be. The shortage amounts to about \$17,000 and not \$75,000." John E. Curtiss, sec'y of the Nebraska State Railway Commission writes as follows: "The Commission's action against Emil Kotas is based upon a violation of the public grain warehouse law. The Commission has at hand information which causes it to believe that the Milligan Co. has held grain for a period longer than ten days without making full and complete payment therefor. This constitutes a violation of the grain warehouse law and the Commission's action is based upon the penalty provisions thereof. The penalty, on conviction, is a fine of not less than \$50 nor more than \$500."

## NEW ENGLAND

Boston, Mass.—Mail addressed to E. C. Howlett Co. is returned marked "deceased."

Auburn, Me.—The J. B. Ham Co. of Lewiston has been merged with the grain business of the Oscar Holway Co. here.

Boston, Mass.—Fred Snyder was recently elected pres. of the Chamber of Commerce and James McKibben has been re-elected sec'y.

Springfield, Mass.—We have just incorporated to continue our retail business. We have no plans to build a warehouse at present.—George Methe Co.

Northfield, Mass.—On May 23, I purchased the mill, elvtr. and store of W. A. Barber. I am doing business under my name, being sole owner.—Robert O. Miller.

Lee, Mass.—There are no grain shippers in this vicinity.—Dusser Hull Co. It was reported that the North Adams Flour & Grain Co. plant established at Lee, was burned.

Gardiner, Me.—Plans have been made for the grain mill and receiving warehouse of the Gray-Hildreth Co. by Sprout, Waldron & Co., who will also install the machinery.

## NEW MEXICO

Portales, N. M.—The Cramer Mill & Elvtr. Co. of Clovis, has purchased the Portales Mill & Elvtr. Co. here.

Mt. Dora, N. M.—The elvtr. mentioned here recently is being erected for C. W. Murphy and is being designed primarily as a bean handling house. The capacity of the plant, which will be studded and iron clad, will be about 5,000 bus. and will be equipped with a 10 h. p. hopper cooled F-M Engine, sprocket chain drive to the head, 1,250 bu. per hour elevating leg, high speed V-shaped buckets, 4-bu. Richardson Automatic Scale. The Star Engineering Co. has the contract.

Clayton, N. M.—The States Seed & Grain Co., whose elvtr. at this place was burned a short time ago, is having a 10,000-bu. studded, iron clad bean and seed house erected which will be equipped with motors, a 300-bu. hopper scale, bean and seed cleaner, two non-chokable legs having a capacity of 3,000 bus. per hour, an auto truck dump. The plant will also be equipped with standard rolls so that a variety of mixed feeds can be made, and a warehouse will be erected in connection with the plant. The Star Engineering Co. will do the work.

## NEW YORK

New York, N. Y.—Fred Andrews recently resigned his position with the New York office of James E. Bennett, & Co.

New York, N. Y.—Mail addressed to Snyder, Wilson & Co., who were reported as having opened a brokerage office here some months ago, is returned marked "Not Found."

Buffalo, N. Y.—Leslie R. Veatch recently brought action against the Co-op. Grange League Federation Exchange, Inc., operator of an elvtr. and warehouse here, for alleged damages.

Randolph, N. Y.—The Farmers Elvtr. Co. is contemplating the erection of a concrete or hollow tile elvtr. to cost about \$8,000. Capacity of the plant is estimated to be 12,000 to 14,000 bus.

Buffalo, N. Y.—The Anchor Grain Co. has been incorporated for \$50,000. Directors: George Sutherland and Fred Wolf, both formerly connected with the Globe Grain Co., and F. W. Moser of Scranton, Pa.

Buffalo, N. Y.—Fred Pond sec'y of the Corn Exchange, had his leg seriously injured while playing golf a short time ago. Making a swing, he wrenched the leg and fell to the ground. It is the opinion of physicians attending him, that his limb will have to remain in a cast for about six weeks.

Springfield, N. Y.—The businesses of E. A. Ball, wholesale grain and feed dealer of this place and George W. Haxton & Son of Oakfield, have been consolidated, and a line of warehouses will be operated thruout western New York. Mr. Ball will be in charge of the Oakfield business.

New York, N. Y.—G. H. K. White who recently resigned his position as inspector in chief of the grain department of the Produce Exchange, was recently presented with a wallet containing \$10,500 by members of the grain trade, in appreciation of his long career. A dinner was given by employees of the inspection department in honor of the occasion and the money was presented by J. Ward Warner, expres. of the Exchange.

## NORTH DAKOTA

Drake, N. D.—H. C. Sorenson's elvtr. here will be reopened.

Deep, N. D.—The elvtr. at Upham has been torn down and will be rebuilt at this place.

Neché, N. D.—The Dodge Elvtr. Co.'s plant was slightly damaged by lightning a short time ago.

Colfax, N. D.—The Cargill Elvtr. Co. will resume operations soon with Carl Enochson in charge.

Max, N. D.—The elvtr. of the Minnekota Elvtr. Co. is being repaired by the T. E. Ibberson Co.

Upham, N. D.—Repairs are being made to the elvtr. of the International Elvtr. Co. here by T. E. Ibberson Co.

Maxbass, N. D.—The International Elvtr. Co. awarded the T. E. Ibberson Co. the contract for the repairs to its elvtr.

Grano, N. D.—The Occident Elvtr. Co. has had its elvtr. here repaired. Work was done by the Hickok Construction Co.

Fessenden, N. D.—The elvtr. of the Wells County State Bank here is being overhauled by the T. E. Ibberson Co.

McCanna, N. D.—The National Elvtr. Co. is having its elvtr. overhauled. The T. E. Ibberson Co. is doing the work.

Wyndmere, N. D.—N. H. Nelson was elected mgr. of the plant of the Equity Elvtr. Co. at the recent annual meeting.

Ransom (Cayuga p. o.), N. D.—The Farmers Elvtr. here has been leased for one year by Mellen & Anderson of Milnor.

Flasher, N. D.—Damage estimated at \$1,000 was done to the cupola of the Powers Elvtr. Co. when it was struck by lightning.

Danzig, N. D.—The Danzig Grain Co. was recently incorporated for \$25,000 by J. W. Meidinger, R. C. Miles and Henry Joerka.

Armourdale (Rock Lake p. o.), N. D.—We have no manager at present.—Armourdale Equity Elvtr. Co. Emil E. Umbreit was formerly mgr.

Killdeer, N. D.—Walter Tule, Leslie G. Gilbertson and George Robson recently incorporated the Killdeer Independent Elvtr. Co. for \$25,000.

Makoti, N. D.—The Makoti Farmers Elvtr. Co. is having its elvtr. overhauled by T. E. Ibberson Co. When complete it will be a thoroughly modern plant.

Kongsberg, N. D.—The Kongsberg Elvtr. Co. has been incorporated by Fred Zacher, S. J. Knutson, Robert Klommer, Goodwin Olson and Fred Wrucke.

Grenora, N. D.—Minor repairing will be done on the plant of the Farmers Elvtr. Co. Contract for the work has been awarded to the Hickok Construction Co.

Bowdon, N. D.—Fortney & Johnson, proprietors of the Bowdon Grain Co. are having their elvtr. overhauled. The T. E. Ibberson Co. is doing the work.

Mantador, N. D.—William Hoffman's elvtr. here has been repaired and equipped with a new boot tank. The Hickok Construction Co. had the contract.

Pillsbury, N. D.—The Pillsbury Farmers Elvtr. Co. has awarded contract to T. E. Ibberson Co. for a new elvtr. to replace the one recently lost by fire.

Hettinger, N. D.—The Hettinger Equity Exchange is having the T. E. Ibberson Co. repair its elvtr. New legs, scales, dump, motors and manlift are being installed.

Maxbass, N. D.—The elvtr. and lumber yard of the Imperial Elvtr. Co. which was badly damaged by a recent tornado is being repaired by the Hickok Construction Co.

Rutland, N. D.—The Rutland Farmers Elvtr. Co. is erecting a large annex, new coal sheds and a large machinery warehouse. The T. E. Ibberson Co. is doing the work.

Hampden, N. D.—The Hampden Grain Co. recently incorporated for \$25,000. Incorporators: J. R. Rosholt, T. H. Woldy, A. B. Brandt, O. G. Melland and Edward Lose.

Bisbee, N. D.—I have resigned as mgr. of the Alsen Farmers Elvtr., Alsen, N. D., and have accepted a similar position with the Bisbee Grain Co. here.—Henry Haugland.

Grand Forks, N. D.—The 35,000-bu. elvtr. of J. D. Bacon & Son will be moved from the site it now occupies which is owned by the State Mill & Elvtr. Ass'n. to a new location.

Parshall, N. D.—The Parshall Farmers Co-op. Elvtr. Co. is completely overhauling its elvtr. New cups, cup belts and distributing system are being installed. D. F. Hoag & Co. are doing the work.

Douglas, N. D.—An auto truck dump and a 10-ton, 26-foot Fairbanks Scale will be installed in the plant here of the Occident Elvtr. Co. The work of installing will be done by the Hickok Construction Co.

Tilden (Brinsmade p. o.), N. D.—The Woodworth Elvtr. Co. has awarded contract to the Hickok Construction Co. for the repairing of the plants here and at Harlow, and the erection of coal sheds.

Pingree, N. D.—A. B. Peterson who has been connected with the Farmers Elvtr. Co. of Donaldson, Minn., for the last four years as grain buyer, has purchased a half interest in the Pingree Grain Co.

Sanish, N. D.—A 10-ton, 26-foot scale and an auto truck dump will be installed in the elvtr. of the Farmers Grain & Trading Co. Repairs on the plant will also be made. The contract was awarded to the Hickok Construction Co.

Dodge, N. D.—The Farmers Co-op. Elvtr. Co. is completely overhauling its plant. They are discarding the old electric system and installing a complete new rope drive with 25 h.p. F-M Engine. D. F. Hoag & Co. are doing the work.

## OHIO

Toledo, O.—The Toledo office of Meeker & Co., grain and stock brokers, has been discontinued.

Rockford, O.—The Rockford Grain Co. has increased its capital stock from \$35,000 to \$45,000.

Toledo, O.—Mail addressed to the Dobson-Steuer Co. has been returned marked "out of business."

Bellevue, O.—Scoop shovelers are active here. The only regular dealer is the Irvin T. Fangbener Co.

London, O.—Mail addressed to London Farmers Exchange Co. has been returned, marked "unclaimed."



Kennard (Cable p. o.), O.—Scoop shovellers are active here. The regular dealer is J. L. Hewling & Co.

St. Paris, O.—O. E. and J. B. Tannehill and E. C. Enrick recently bot George Baldwin's mill and elvtr. for the sum of \$8,000.

Waldo, O.—John Clemmens has been named as Earl Keeler's successor as mgr. of the plant of the Farmers Co-op. Elvtr. Co.

Ft. Recovery, O.—The St. Clair Mfg. & Grain Co. has been incorporated for \$50,000 by C. L. Parker, W. H. Reese, Ed. Greeno, Harvey Brobst and C. J. Hosler.

Tamah (Celina p. o.), O.—I have purchased, with W. T. Palmer, an interest in the Tamah Co-op. Grain Co. and will take charge as mgr. immediately.—J. E. Stayman, La Rue.

Weyer (Sandusky p. o.), O.—E. S. Stephens has been appointed receiver of the Weyer Elvtr. & Supply Co. at the request of stockholders who declare the company is insolvent.

St. Johns, O.—Elmer Sheets, who purchased the property of the St. Johns Grain Co. from Messrs. Dobie and Brackney a month or two ago, has sold it to the St. John Co-op. Co., which will now operate both establishments.

St. Paris, O.—On July 13, the partnership firm of Furnas-Brown Grain Co. was dissolved, I, the junior member of the firm, taking over the entire business. U. G. Furnas was forced to withdraw from active business on account of failing health. The new firm will operate under the name of the Brown Seed Co.—A. C. Brown, proprietor.

#### CINCINNATI LETTER.

Cincinnati, O.—Mail addressed to D. O. Cross & Co. is returned marked "Gone and Left No Address."

D. J. Schuh, executive sec'y of the Grain & Hay Exchange, has become a member of the Chamber of Commerce.

John Lackey, formerly connected with the Lackey Bros. Grain Co. of Knoxville, Tenn., is now with the Early & Daniel Co. as assistant to Mgr. E. B. Terrill of the grain department.

C. A. Russell, who was connected with the Costello Grain & Hay Co., which recently went out of business, is planning to enter the grain business on his own account. He has opened an office here and applied for membership in the Grain & Hay Exchange.

John Dorsel, Sr., pres. of the Dorsel Grain Co., died July 12 at the home of his daughter in Covington after having retired about three weeks ago at the advice of his physician. He was 89 years old at the time of his death, and was one of the oldest members of the Cincinnati Chamber of Commerce. Eight children, 21 grandchildren and six great grandchildren survive him.

At a special meeting of the Grain & Hay Exchange held recently, three amendments to the constitution were adopted. One provides for the appointment of a board of governors having authority to investigate charges of misconduct of members of the Exchange; also to investigate the financial state of any member; another amendment provided that a member must discharge all obligations before his membership could be sold or transferred; and that failure to pay dues within 30 days would automatically stop privilege of membership.

#### OKLAHOMA

Oklahoma City, Okla.—The Jackson-Friss Co. has become a member of the Grain Exchange.

Texhoma, Okla.—A 40,000-bu. elvtr. is being constructed for the D. T. Wadley Grain Co.

Billings, Okla.—A. R. Smith has succeeded Kenneth Parlour as mgr. of the Billings Grain & Supply Co.

Lawton, Okla.—The Lawton Grain Co. operated by Frank Humphrey, is now doing business under the name of the Western Grain Co.

Carmen, Okla.—Officers of the newly established Sterling Grain Co. are: F. N. Winslow, pres.; L. A. Fowler, vice-pres., and Edith E. Fowler, sec'y.

Yukon, Okla.—The Yukon Mill & Grain Co. has started to operate its new 1,000-bbl. flour mill. Machinery was furnished by Sprout, Waldron & Co.

Covington, Okla.—Extensive repairs have been made on the elvtr. of M. C. McCaffrey, including a rat proof foundation and bin bottom. The Southwestern Eng. & Mchy. Co. did the work.

Ames, Okla.—The Farmers Elvtr. Co. recently secured an order from the Corporation directed to the Frisco railroad to open a street near the company's plant.

Cleo Springs, Okla.—The Claussing Grain Co. is having a 10,000-bu. iron clad rat proof elvtr. erected. Contract has been given to the Southwestern Eng. & Mchy. Co.

Ketchum, Okla.—The Pitts-Wells Grain Co. of Broken Arrow will erect an elvtr. here on the site formerly occupied by the Spradlin elvtr. which was burned about a year ago.

Frederick, Okla.—Improvements on the elvtr. of the E. O. Billingslea Grain Co. have been completed, including enlargement of the capacity from 10 to 18 carloads daily.

Pittsburg, Okla.—The McAlester-Edwards Coal Co. of McAlester is erecting an elvtr. and feed and flour mill at this place. F. B. Drew will be general mgr. of the plant.

Oklahoma City, Okla.—C. M. Henderson recently became connected with the local staff of the W. B. Stowers Grain Co. He was formerly with A. M. Rogers, grain dealer of Ft. Worth, Tex.

Cherokee, Okla.—S. W. McCarmack of Gould who recently purchased the alfalfa mill of Ray Eastman at this place, will open his business shortly under the name of the McCarmack & Duncan Grain Co.

Newkirk, Okla.—The Perry Mfg. Co. has bot the elvtr. here formerly operated by the Sun Grain & Export Co., but which recently passed into the hands of the Oklahoma Mill & Elvtr. Co. of Oklahoma City.

Thomas, Okla.—The Thomas Mill & Grain Co., recently incorporated here, is building a 250-bbl. mill and a 25,000-bu. elvtr. The Thomas Milling Co. burned out here last December.—Thomas Mill & Grain Co.

Norman, Okla.—J. M. Sheppard, who conducted a grain business at Aileen under the name of the Aileen Mill & Elvtr. Co. and later as the Norman Grain & Elvtr. Co. at this place, is now operating here as the Davenport Mfg. Co.

Oklahoma City, Okla.—The membership of the Oklahoma Millers Ass'n in the Grain Exchange has been sold to Wallingford Bros. of Wichita, Kan. E. M. Flickinger is in charge of an office of the company recently opened here.

Jefferson, Okla.—The flour mill at this place and elvtrs. at Renfrow, Medford and Pond Creek have been purchased by W. R. Lence, a banker of Enid, whose bid of \$41,400 was the highest at an auction held to satisfy creditors of the Morrison Bros., former owners of the plants.

Oklahoma City, Okla.—Frank Foltz, who has been in charge of the plant of the Maney Grain Co., a subsidiary of the Maney Mfg. Co. at Omaha, Neb., for the last four years, has resigned that position to become connected with the Oklahoma Millers Ass'n as sec'y. He will also engage in the cash grain business with J. J. Stinnett.

Altus, Okla.—The J. T. Gibbons Grain Co. has been charged by the Sec'y of the U. S. Dept. of Agriculture with having altered official inspection certificates on several carloads of wheat by inserting "smutty" and "Dockage 2 per cent," when in fact the inspector had made no such notation on the certificate. Admitting that the alterations must have been made in his office, Mr. Gibbons said such improper acts were without his knowledge, consent or approbation.

#### OREGON

Cold Springs, Ore.—A warehouse has been completed at this place for H. W. Collins.

Pendleton, Ore.—Additions to the plants of the Pacific Coast Elvtr. Co. at Pilot Rock, Yokum and Waterman are being erected.

Metolius, Ore.—The grain warehouse of L. H. Irving of Madras, containing 200 sacks of wheat, was burned the early part of the month.

Portland, Ore.—Gordon T. Shaw's grain business at this place has been taken over by W. L. Wilson, who has been associated in the grain industry in this part of the country for 12 years. Mr. Shaw's headquarters are at Seattle, Wash.

Pendleton, Ore.—The Farmers Union elvtr. and warehouse at this place have been leased by the Riggs-Mikkelsen Grain Co. of Portland and will do a hay and grain buying business. Possession has already been taken. N. J. Blydenstein will be the agent.

Portland, Ore.—J. H. Hollister, who has been mgr. of the plant of the Albers Bros. Mfg. Co. at Ogden for about four years, has taken charge of the mill of the company at this place. He is succeeded at Ogden by Lee Palmerton of Seattle, Wash. Mr. Hollister is also pres. of the Ogden Grain Exchange.

Salem, Ore.—A conference of grain growers and dealers will be called to discuss plans for the establishment of a sampling bureau in connection with the grain inspection department, which is being considered by the public service commission. In the event of the establishment of the bureau, the practice of deputizing members of the trade to break seals on grain cars can be dispensed with and this work will be done by the department.

#### PENNSYLVANIA

Scottdale, Pa.—F. V. Perry's elvtr. was badly damaged by fire on July 10.

Philadelphia, Pa.—Wm. Lohe has applied for membership in the Commercial Exchange.

Avon, Pa.—Charles Weiss's grain and feed warehouse was burned a short time ago incurring a loss estimated at \$12,500.

High Spire, Pa.—We are improving our plant which will increase our capacity. We have increased our grain storage tanks to 100,000 bus. capacity. They are rather unique since the lower half is of concrete and the upper half of steel.—Highspire Flour Mills Co. Inc.

Richland, Pa.—I have rebuilt my elvtr. and grain warehouse; the elvtr. is 32x45 feet and warehouse, 32x60 feet. Have three elvtrs. (one attrition mill) with motors attached, one Monitor Receiving Separator No. 6, cob breaker, three conveyors, three wheat bins, one corn bin and one oats bin.—Chas. J. Kalbach.

Waynecastle (Greencastle p. o.), Pa.—The firm of Franklin Miller & Son, whose plant was recently burned, has been dissolved, and Charles F. Miller, the son, is now proprietor of the plant. Young Miller has been connected with his father in their business since 1907. Plans for the rebuilding of the plant have been perfected.

#### SOUTH DAKOTA

Bonesteel, S. D.—William Sondgroth is the new mgr. of the Farmers Elvtr. Co.

Riverside, S. D.—M. S. Gardner has succeeded Harry Allbee as mgr. of the Farmers Elvtr. Co.

Gregory, S. D.—We have installed a new scale and dump in our plant.—Von Seggern Bros.

Rudolph, S. D.—C. D. Wilson of Mansfield has become mgr. of the plant of the Rudolph Equity Exchange Elvtr.

Newark, S. D.—The elvtr. of the National Elvtr. Co. is being repaired and overhauled by the T. E. Ibberson Co.

Gettysburg, S. D.—The elvtr. of the Gettysburg Equity Exchange which was closed last fall, was reopened on July 15.

Barnard, S. D.—The Barnard Grain & Coal Co. is having its elvtr. overhauled, the Hickok Construction Co. doing the work.

Brentford, S. D.—The Farmers Union Grain Co. is making improvements on its elvtr. here, the T. E. Ibberson Co. doing the work.

Hillview, S. D.—The Hillview Elvtr. Co. was recently incorporated for \$15,000 by Thos. Gabrill, Ford Reiner and Karl Zimmerman.

New Effington, S. D.—The Farmers Co-op. Elvtr. Co. is making repairs to its elvtr., the T. E. Ibberson Co. having contracted to do the work.

Sitka (Glenham p. o.), S. D.—The Selby Equity Exchange is erecting a new elvtr. to replace the one burned June 29. The T. E. Ibberson Co. has the contract.

Aberdeen, S. D.—The Farmers Union Grain Co. is installing a dump, Howe Scale and other machinery in its elvtr. here, the T. E. Ibberson Co. doing the work.

Langford, S. D.—Both the National Elvtr. Co. and the Farmers Elvtr. Co. here are having repairs made to their elvtrs. The T. E. Ibberson Co. has the contract.

Artesian, S. D.—D. Burgess who has been in charge of the elvtr. of the Farmers Grain Co. since the death of H. B. Rodee, recently resigned his position and has been succeeded by Herbert Olson of Roswell.



Westport, S. D.—The Westport Grain & Coal Co. will install a new manlift and 1,000-bu. Richardson Automatic Scale. Contract has been awarded to the Hickok Construction Co.

Wetonka, S. D.—A new foundation, leg, manlift and other repairs are being made to the elvtr. of Geisler & McIntyre Elvtr. Co. here. The T. E. Ibberson Co. has the contract.

Tripp, S. D.—A scale and a Kewanee Truck pump were recently installed in the plant of the Hirsch Grain Co., which until recently was known as the South Dakota Grain Co. L. D. Vait did the work of installing.

Monroe, S. D.—Fire, believed to have started from a hot box in the machinery, burned the elvtr. of the Reedy Elvtr. Co. of Beresford. The plant contained 150,000 bus. of oats and 4,000 bus. of corn at the time of the fire.

Redfield, S. D.—In the circuit court at Mound City, a representative of more than 40 farmers in this vicinity secured a verdict of \$8,000 in an action against the defunct Herreid Grain Co. of this place. At the time of the company's failure, these farmers held storage tickets for grain which the company could not make good.

Avon, S. D.—H. D. Geidd's plant will be remodeled and repaired and equipped with a Kewanee Single Dump, 10-ton Fairbanks Dump Scale, 15 h. p. F-M Type "Z" Oil Engine, 5,500-bu. Richardson Automatic Scale, Wonder Cleaner, distributor and rope transmission. The Younglove Construction Co. has the contract.

St. Charles, S. D.—The elvtrs. here of the Nye, Schneider, Jenks Co. and the Wm. Krotter Co. were damaged on July 9 by a tornado. The Krotter plant at Stuart, Neb., was also damaged. H. F. Cunningham of Bloomfield, Neb., writes that Bloomfield was not hit, but that just west of the place, farms and buildings were badly damaged. Illustrated article appears elsewhere in this number.

Sioux Falls, S. D.—The following were elected by the Sioux Falls Grain Exchange at its recent annual meeting: W. Z. Sharp, pres.; L. B. Spracher, vice-pres.; S. A. Burke, treas., and Fred Zimmerling, sec'y. Directors: W. Z. Sharp, L. B. Spracher, W. R. Paul, S. A. Burke, T. J. Morgans, L. B. Cusick and John McQuillin. Plans for the erection of terminal grain elvtrs. were also discussed at this meeting.

## SOUTHEAST

High Point, N. C.—The Monarch Feed & Grain Co. was recently incorporated for \$100,000 by A. M. Upshaw, J. A. Clinard and J. W. Clinard.

Norfolk, Va.—Contract for the installation of the electrical equipment of the municipal elvtr. being erected here, has already been awarded.

Marietta, Ga.—We have purchased a suitable lot and are now getting bids on the erection of the building. It will not be until the latter part of October or the first of November when we will be ready to start operation.—Cobb County Elvtr. & Mfg. Co., A. S. Crowe.—Other reports state that the company also plans the erection of a flour and feed mill to operate in connection with the elvtr.

## TENNESSEE

Memphis, Tenn.—E. E. Anderson is planning to build a new hay house in connection with his plant.

Lebanon, Tenn.—The second floor of the warehouse of the Dodson Grain Co. gave way and fell a short time doing damage estimated at \$500.

Denver, Tenn.—The partnership of T. E. Ayres and V. A. Rushing in the business known as the Duck River Grain Co., has been dissolved and Mr. Rushing is now sole owner.

Nashville, Tenn.—Our loss was very small, only \$1,200, with no damage to our plant. It is the opinion of some that the fire was caused by sunlight shining thru a window on a stock of corn oil cake meal which ignited the bags.—W. Wilkes Co.

Nashville, Tenn.—John A. Tyner & Co. have leased the River and Rail Warehouse which they are now occupying. The firm writes that the warehouse has storage capacity for 30,000 bags of grain and the elvtr. for 40,000 bags. They also state that the plant is being overhauled.

## TEXAS

Galveston, Tex.—The Sunset Elvtr. conveyors are being enlarged.

Galveston, Tex.—Elvtr. A. will be repaired and its machinery overhauled.

Abilene, Tex.—A frame warehouse to cost \$2,500 will be erected here for the Texas Mill & Elvtr. Co.

Seymour, Tex.—The mill of the Seymour Mill & Elvtr. Co. was seriously damaged by fire recently. A \$30,000 loss was sustained.

Arlington, Tex.—The Doggett Grain Co. of Dallas is erecting a granary and warehouse at this place to be used for storing grain and feed.

Canyon, Tex.—I am located at this place now. I was formerly mgr. of the Ecla Grain Co. at Kings Mill (Ecla p. o.). Tex.—C. R. Holman.

Galveston, Tex.—A concrete addition to Elvtr. B. having a capacity of 1,462,000 bus. is being erected, expected to be in readiness by August.

Dallas, Tex.—The Universal Feed Mills have changed their name to the Universal Mills and have increased their capital stock from \$40,000 to \$125,000.

Amarillo, Tex.—John F. Ross, Federal grain inspector for the Amarillo Grain Exchange, recently resigned his position as chairman of the board of grain classes of Texas.

Whitewright, Tex.—B. B. Kimball, pres. of the Kimball Mfg. Co., died July 8 after an illness that lasted but a few moments. He is survived by his widow, a daughter and a son, the latter an official of the company.

Howe, Tex.—I am again in business at this place; am not now connected with any other business anywhere.—J. A. Hughes.—Mr. Hughes was mgr. of the Sherman Grain & Seed Co. of Sherman, Tex., until recently.

Ft. Worth, Tex.—Clarence W. Robinson has been admitted as a partner in the Texas Grain & Brokerage Co., and will have full charge of consignments. Mr. Robinson was at one time a U. S. licensed grain inspector here.

Hamilton, Tex.—The rebuilding of our flour mill was completed some weeks ago. Additional machinery consisted of a sifter, flour packer, a battery of mixers, flour bleacher and some cleaning machinery.—Hamilton Mill & Elvtr. Co.

San Antonio, Tex.—W. R. Fields, formerly with the Webster Co., is conducting a grain business here, having severed his connection with the Webster Co., which has been reported as not transacting business at the present time.

Sherman, Tex.—The writer has established a grain department to this business handling grain and grain products on a strictly brokerage basis. This new department of our business took effect June 1 and from present indications should develop into a hummer.—Allan G. Smith Sales Co., by Allan G. Smith.

Abilene, Tex.—Tom Oakley, 19 years, an employe of the C. S. Lee Grain & Elvtr. Co., was almost instantly killed recently when a flange coupling, weighing about 20 pounds, fell and crushed his skull. He, together with several other employes, were repairing the elvtr. which had been damaged by fire.

Waco, Tex.—H. G. Patton, owner of a varied and extensive career, is reported as making negotiations with Texas mills and grain dealers. He was formerly in business at Dallas, then at Paris where he operated under the name of the Four States Grocery Co. He conducted businesses at Dallas and Athens under his own name and was then interested in the brokerage business at Corsicana. After that, he located at this place as the American Flour Mfg. Co., then the Mart Wholesale Grocery Co. and later as the Waco Grocery Co.

## UTAH

Cache Junction, Utah.—The State Mfg. & Elvtr. Co. operating at this place and at Trenton, is alleged to have transferred the principal part of its assets to the Utah State National Bank, a creditor, on Feb. 28, thereby committing an act of bankruptcy. A petition to declare the company bankrupt has been filed against it by petitioners who claim debts exceeding \$1,000.

## WASHINGTON

Dayton, Wash.—The Portland Flouring Mills which is owned by the Pacific Grain Co. has been declared insolvent, and operations have ceased.

Addy, Wash.—The Springdale Grain Co. and the Springdale Creamery Co. which have been operating a joint business at Springdale, are building a warehouse and cream station here.

Ellensburg, Wash.—R. P. Tjossem, pres. of R. P. Tjossem & Son, flour millers here, died recently. He enjoyed the reputation of being the oldest active member of the milling trade in the Pacific Northwest.

Olympia, Wash.—The Pacific Coast Elvtr. Co., operating thruout Eastern Washington in a letter to the department of public works, announced that the reduction to \$1 per ton in handling charges in its warehouses on the basis of last year's crop, will save the government \$75,000.

Dayton, Wash.—The Portland Flouring Mills, owned by the Pacific Grain Co., which is insolvent, was closed down June 30. G. F. Schaefer, head of the local mill, will go on the road as salesman, and Clark Israel, former buyer for the company, will manage a general storage and feed business at the mill.

Spokane, Wash.—At the recent annual meeting of the Washington Wheat Growers Warehousing Corporation held here, it was decided to discontinue operating the warehouses at Hite, Galena, Rockford, Hay, Hatton, Mohler and Erie this year. Walter J. Robinson, mgr. of the Idaho-Washington Wheat Growers Ass'n, said "We must get out of the warehouse business entirely unless we operate a big line; otherwise the overhead is too great. We were in the business last year because some of the locals were not in shape to operate their own business. We will continue to help this year when necessary."

## WISCONSIN

Seymour, Wis.—William Karrow recently bot the elvtr. of the Green Bay Elvtr. Co.

Osceola, Wis.—The Diefenhach-Prina Co. of St. Paul, Minn., has leased the mill and elvtr. of the defunct Osceola Mill & Elvtr. Co. here.

West Superior, Wis.—James E. Kernan, chairman of the Wisconsin Grain & Warehouse Commission, died July 1, at the age of 74 years. Mr. Kernan held this position since 1908.

Ashland, Wis.—The Hansen Grain Co. of Ashland, Wis., recently purchased the property of the Northern Grocery Co. of Ironwood, Mich. C. O. Olson is the Ironwood representative.

Clayton, Wis.—The Clayton Co-op. Mfg. Co. has been incorporated for \$5,000 to deal in hay, grain, flour, feeds, coal and general merchandise. Incorporators: A. B. Kittelson, F. W. Plahn, Nick Petry, F. F. Rattle and Rudolph Anderson.

### MILWAUKEE LETTER.

J. C. Reimer has become connected with the W. M. Bell Co.

The Froedtert Grain & Malting Co. has increased its capital stock to \$700,000.

The finance com'te of the Chamber of Commerce has determined the July rate of interest to be 6½ per cent.

John J. Shea who has been a member of the Chamber of Commerce since 1873, and a prominent figure in the grain trade, died July 16 at the age of 78 years.

Adolph Flertzhaim, former head of the Adolph Flertzhaim Co. and a member of the Chamber of Commerce for about 46 years, died July 7, after a brief illness. He was prominent in the grain trade.

PARIS, FRANCE.—A law was enacted July 4 by the chamber of deputies authorizing the government to decree the utilization of a greater percentage of wheat in flour and the addition of substitutes, in preparation for the expected shortage of 50,000,000 to 100,000,000 bus. of wheat in this year's crop.

CHARLES J. BRAND, formerly chief of the Bureau of Markets, is back in the same service again. He recently resigned as an official of the marketing system of the Fruit Growers and is taking up with the Bureau of Markets work in connection with the Packers and Stockyards act.



## Seeds

DALLAS, TEX.—The Guaranty Seed Co. has increased its capital stock from \$150,000 to \$300,000.

DAYTON, O.—The Weghorst & Martin Seed Co. has been incorporated for \$30,000 by J. H. Weghorst and Bessie E. Martin.

WICHITA, KAN.—The Ross Seed Co. has been chartered with a capital stock of \$100,000 by W. J. Stevens, Almer A. Reiff, Jesse D. Wall.

INDIANAPOLIS, IND.—The seed com'te of the Board of Trade, recently elected, consists of Edward M. Burge, chairman, Tully C. Crabbs and LeRoy Urmston.

CLEVELAND, O.—The Buckeye Seed Co. has been incorporated for \$10,000 by Ogden Gaul, Fred Owen, Sylvester Thomas, Robert A. Valyo and Margaret Geddes.

CHICAGO, ILL.—All available assets of the bankrupt E. R. Peacock Seed Co., are reported to have been bot for \$30,000 by Peter Peerbolte and E. R. Peacock.

CORPUS CHRISTI, TEX.—The Eastern Seed Co. has been incorporated with a capital stock of \$5,000. The incorporators are G. C. Clark, C. M. Taylor and W. L. Bates.

PADUCAH, KY.—The Yopp Seed Co. will have an elevator erected. Capacity has not been determined. The contract has been awarded to Kaucher, Hodges & Co.

CHICAGO, ILL.—The American Field Seed Co. has incorporated for \$50,000, to deal in farm, field and garden seeds. Incorporators are E. E. Elder, C. C. Endress, F. L. Bicket.

MADISON, WIS.—The Western Seed Co., Hamilton, Mont., has incorporated with a capital of \$25,000. Incorporators at Eau Claire are J. White, A. L. Riemer, and J. D. Taylor.

CHICAGO, ILL.—The Truckers Seed Co. is the name of the company doing business in the quarters formerly occupied by the Everette R. Peacock Co., which recently went into bankruptcy.

MINNEAPOLIS, MINN.—Receipts and shipments of flax seed at this market during June, 1922; were as follows: receipts, 216,000 bus.; shipments, 24,220 bus.; compared with June, 1921; receipts, 530,600 bus.; shipments, 83,020 bus.

WINCHESTER, KY.—Preliminary organization plans for a blue grass seed ass'n have been started here thru the meeting of representatives from five counties. Growers hope to pool 400,000 bus. of seed for better marketing purposes. R. P. Taylor of Winchester is the leader of the organization.

### Imports and Exports of Seeds.

May imports and exports of seeds, compared with May 1921, and for the 11 months ending with May, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	IMPORTS.			
	May 1921.	1922	11 mos. ending May 1921.	1922.
Beans, bus. ....	33,166	107,098	8,2625	338,468
Peas, bus. ....	17,341	282,062	1,506,997	943,796
Castor beans, bus. ....	32,129	79,591	641,301	1,226,650
Flaxseed, bus. ....	1,728,398	1,422,014	15,289,832	12,095,563
Red clover, lbs. ....	2,075,416	166,989	12,588,609	9,103,941
Other clover, lbs. ....	2,225,830	692,413	15,300,889	16,500,254
Other grass seeds, lbs. ....	1,359,781	2,166,712	8,439,551	19,061,903
Sugar beet seeds, lbs. ....	192,264	245,708	19,386,396	4,187,780
EXPORTS.				
Beans, bus. ....	54,239	47,589	1,071,537	1,019,511
Peas, bus. ....	6,304	4,107	161,390	84,568
Flaxseed, bus. ....	61	51	1,455	2,255
Clover seed, lbs. ....	87,940	47,835	5,414,791	3,972,094
Alfalfa, lbs. ....		42,795		767,682
Timothy, lbs. ....	676,034	1,258,644	14,951,089	20,088,303
Other grass seeds, lbs. ....	254,709	253,928	5,345,721	4,042,926

NEW YORK, N. Y.—The com'te on seeds in the Produce Exchange was recently appointed as follows: William Jacot, Marshall H. Dur-yea, Ernst Wehnckle, Charles Wimmer and O. W. F. Randolph.

WASHINGTON, IA.—A. M. Eldridge, formerly vice-pres. of the Henry Field Seed Co. at Shenandoah, has been elected sec'y and treas. of the Bruns Seed Co. here. He will assume his new duties August 1.

LOS ANGELES, CAL.—We are putting up a new building for a retail store and general offices, to be ready by Oct. 1. We have recently purchased the warehouse property we have been leasing, covering nearly an acre and containing our cleaning plant.—Aggeler & Musser Seed Co.

TOLEDO, O.—Another dull week in clover seeds. Longs are stubborn and shorts are timid. Market undertone is firm and all offerings have been readily taken. Local crowd still bearish, but appear timid about pressing the short side. Acreage of clover is large.—The C. A. King & Co.

OFFICERS elected at the annual convention in Chicago of the Official Seed Analysts' Ass'n were: F. W. Taylor, New Hampshire, pres.; A. K. Peitersen, Colorado, vice-pres. and A. L. Stone, Wisconsin, sec'y-treas. The Executive Com'te consists of Geo. H. Clark, Canada; E. G. Proulx, Indiana; F. W. Taylor, New Hampshire; A. K. Peitersen, Colorado and A. L. Stone, Wisconsin.

TOLEDO, O.—Receipts of seeds at this market during June were as follows: Clover, 191 bags; alsike, 103 bags; timothy, none; compared with June, 1921, clover, 1,173 bags; alsike, 72 bags and timothy, 35 bags. Shipments during June were, clover, 444 bags; alsike 1 bag and timothy 380 bags, compared with clover 56 bags, alsike 1 bag and timothy 360 bags in 1921.—A. Gassaway, Sec'y Produce Exchange.

COMMERCIAL analysts who attended the meetings of the American Seed Trade Ass'n and the Official Seed Analysts Ass'n, in Chicago, formed a new Commercial Analysts' Ass'n. The organization, while only temporary, gives promise to become permanent. Officers elected were J. E. Benedict, Jr., Washington, D. C., pres.; Mrs. G. B. DeLouche, Brooklyn, N. Y., vice-pres.; and Ethel E. Pat-tison, Jersey City, N. J., sec'y-treas.

THE SENATE agreed to the following tariff rates on seeds, which are considerably higher than those the House agreed to: Alfalfa, red and alsike clover, 1c per pound; white clover, 3c per pound; clover, not specially provided for, 2c per pound; spring vetch, 1c per pound; all other grass seeds, not specially provided for, 2c per pound; provided, that no allowance shall be made for dirt or other impurities in seed provided for in this paragraph 761.

THE MEDIUM YELLOW, Mongol or Hollybrook, is the most widely grown medium-maturing soybean. The plants are rather tall and erect, with medium-sized stem. This variety requires about 115 to 120 days to mature. The seed is pale yellow with a light brown to yellowish seed scar. In the medium-maturing class this is probably one of the best beans for general purposes. It is good for hay, for silage, and for hogging off, and it makes an excellent yield of seed. Some confusion exists regarding the name of this variety. The Hollybrook of Ohio and Indiana, the Mongol of Illinois, and the Medium Yellow of Missouri and Iowa are practically identical. Seed of these strains from the five states mentioned was secured and seeded side by side at the University of Illinois in 1921. Notes taken at intervals thruout the season, as well as observations made at maturity, indicated that no essential differences existed between these three strains. The Hollybrook of Ohio and Indiana, however, should not be confused with the true Hollybrook of the cotton belt, which is a much later variety.

EXPERIMENTS for the past ten years with seeds at the Purdue Experiment Station have evolved a new wheat called Michikoff. Pollen from Michigan Amber was introduced artificially to fertilize Malakoff, a hard wheat. The result of the experiment is a beardless wheat, harder than Michigan Amber but not as hard as Malakoff. Ten farmers have received the new seed to plant.

TOLEDO, O.—Clover seed ruled strong and sharply higher this week. The big advance was due more to lack of offerings than volume of demand. Good demand in evidence on breaks—fresh investment buying and short covering. Some profit taking and scenery selling on bulges. Some medium clover being hulled that was clipped. Most of samples submitted show very good quality. Some of it if properly cleaned would easily grade prime. October clover previous to 1917 did not sell over \$15.55. Early in that year it sold at \$9.25. High this year was \$12.35 reached in February, and low was \$10.80 in June. Pre-war prices ranged from \$6.30 to \$12.80.—Southworth & Co.

It is of great interest to learn what flaxseed we can expect from Argentine between now and Jan. 1, 1923. Exportable surplus there is estimated from 8 to 12 million bus. To date this year Europe has taken more than two-thirds of Argentine exports. What will we get of the remainder? From July 1 to Jan. 1 last year we got about 6 million bushels. From July 1 to Jan. 1 last year Europe got about 25 million bushels. Europe has received to date this year from India about 5 million bus. more than last year. We carried over in the Northwest about 4 million bus. of flax and the mills carried over fair quantities of oil. With little or no domestic seed or oil this year, the situation is probably balanced by the importation of foreign oil from 6 to 8 million bus. Stocks of seed and oil in Europe are reported very light.—Archer-Daniels Linseed Co.

WASHINGTON, D. C.—Estimated condition of grain sorghums July 1 for the six leading states is given by the U. S. Dept. of Agriculture as follows: Kansas, 1,158,000 acres, condition 85 per cent compared with the 10-year average of 82 per cent, estimated production of 23,131,000 bus.; Texas, 1,970,000 acres, condition 88 per cent, compared with the 10-year average of 86 per cent, estimated production 55,475,000 bus.; Oklahoma, 1,339,000 acres, condition 87 per cent, compared with 86 per cent 10-year average; estimated production 28,541,000 bus.; Colorado, 280,000 acres, condition 85 per cent, compared with 10-year average of 90 per cent, estimated production 5,117,000 bus.; New Mexico, 147,000 acres, condition 85 per cent, compared with 86 per cent 10-year average, estimated production 3,424,000 bus.; Arizona, 30,000 acres, condition 90 per cent, compared with 93 per cent 10-year average, estimated production 999,000 bus.

The decision making unconstitutional a large portion of the future trading act comes as a complete vindication of the position taken by the grain exchange representatives before the senate and house committees. It should be borne in mind that exchanges have never objected to a reasonable degree of federal supervision, only opposing governmental control of markets, believing it inevitably would destroy the market's efficiency.—Frederick B. Wells.

THE COMPULSORY wheat pools in Australia have been succeeded by voluntary pools, managed by growers but assisted by the federal government with a cash advance of 3 shillings a bushel at sidings, which is to be repaid as the wheat is sold and shipped. The federal government will further assist the growers by transporting the wheat to London in Commonwealth government ships at minimum cost and in selling it there, the agents general of the states and the High Commissioner of Australia being members of the London sales committee.



## Feedstuffs

NACOGDOCHES, TEX.—G. W. Morris has opened a feed store here.

FARIBAULT, MINN.—The Olson Feed Mill was gutted by fire July 8.

VAN BUREN, ARK.—Paine & McBride plan to open a flour and feed business.

REPUBLIC, KAN.—G. L. Trotter, of Superior, Neb., will open a feed and flour business here.

HICKMAN, KY.—The Hickman Mfg. & Feed Co. reduced its capital stock from \$50,000 to \$16,000.

CHARLES, ILL.—We are organized to conduct a feed business. Do not intend to build.—G. L. Marshall & Co.

PARAGOULD, ARK.—The City Feed & Bottling Co. has been organized here to operate a feed and bottling plant.

ERWIN, TENN.—The flour and feed mill of the Acme Mill & Feed Co. burned on June 27. Fire loss is estimated at \$15,000.

ONTARIO, CAL.—A new building is being erected by the Ontario Feed & Fuel Co. Machinery valued at \$10,000 will be installed.

CALEDONIA, MINN.—The feed mill owned and operated by Louis Heintz was destroyed by fire caused by backfire from an engine.

LOUISVILLE, KY.—The Falls City Cereal Mill has been incorporated for \$5,000 by W. T. Lewis, W. B. Wilkinson and J. M. Williams.

PITTSBURGH, PA.—John F. Cramp, Jr., of Minneapolis, Minn., has taken charge of the feed jobbing department of the Newsome Feed & Grain Co.

MINNEAPOLIS, MINN.—Gallagher & Mitchell have dissolved partnership as millfeed jobbers. N. S. Mitchell will continue in business under his own name as will A. J. Gallagher, both in the Metropolitan Bldg.

THE LARROWE MILLING Co. held an enthusiastic sales convention at Toledo and Detroit, June 5-8. Representatives from all parts of the country were present and problems of the trade were discussed.

NEENAH, WIS.—The Durham Lumber Co., owners of a large feed business here, have purchased the buildings of the Steffenhagen Fuel Co. They plan the enlargement of their feed department, using the newly acquired buildings.

BIRD ISLAND, MINN.—A new feed mill is being built alongside of the Hilsberg Elevator by the owner, L. N. Ritten. W. Van Der Hagen, formerly at Loretto, is mgr. A complete line of Sprout, Waldron & Co. feed machinery is to be installed.

DURING the month of June, receipts from sale of feed tags in Oklahoma, amounted to \$32,250, according to S. A. Elliott, head of the feed division of the State Board of Agri. This is an increase of \$3,000 over the previous year and is the best in the history of the board.

### Exports of Feedstuffs.

Exports of feedstuffs during May, compared with May, 1921, and for the 11 months ending with May, were reported by the Bureau of Foreign and Domestic Commerce as follows:

	May 1922	May 1921	11 mos. ending May 1922	May 1921
Bran and middlings, tons	328	815	12,402	4,534
Cocoanut cake, lbs.	20,099	.....	14,258,811	473,542
Corn cake, lbs.	.....	323,510	3,505,681	532,623
Cottonseed meal, lbs.	1,801,115	13,788,217	116,396,827	88,547,031
Linseed meal, lbs.	562,100	2,818,225	14,323,702	17,531,332
Linseed cake, lbs.	13,181,286	21,042,070	446,050,475	342,730,961
Millfeed, tons	1,767	656	19,668	9,550

ELKHORN, WIS.—The Pioneer Feed Co. is the name of the new company recently formed here to manufacture feeds. W. A. Foster is at the head of the company.

EDGEWATER, N. J.—The Archer-Daniels Linseed Co. of Minneapolis has opened its crushing mill here, with a total of 48 presses, 22 of which were operated at the opening. The mill will be used in crushing foreign seed.

OLIVIA, MINN.—W. L. McPeak, Waseca, is operating the plant of the Olivia Roller Mills as a feed mill. A deal is pending whereby Mr. McPeak expects to purchase the plant, when he will change it again to a flour mill.

### Farm Demand for Poultry Feed Increasing.

Practically 2,000,000 farmers are regular buyers of prepared poultry feeds is the report of the Farm Journal Bureau of Research, after an investigation among the dealers in prepared feed, which has just been completed. One million, eight hundred thousand are buyers of baby chick feed, 1,100,000 of prepared scratch feed, 900,000 of egg mash and 677,000 of growing mash. The total consumption by farmers is estimated at approximately a million tons.

Town dealers in feeds report that 35.7% of the prepared feeds are sold to general farmers, 26.26% to the farmers specializing in poultry, and 37.97% to town people. However, 69.1% report that they buy these feeds from general stores and grain elevators, which have comparatively little town trade, so the farmers must buy the lion's share of these goods.

Farmers buy poultry feeds in much larger packages than town people. One hundred pounds is the usual purchase of these feeds, while dealers report 5, 10 and 25 pounds as the usual purchases of town buyers. In the 1920 census, 5,851,797 farms reported having poultry, which is 90.7% of all farms. These farms averaged 63.7% poultry, making a total of \$373,394,057, as the value was \$1.00 per head. The total value of eggs and poultry raised in 1919 was \$1,047,323,170, 69.7% of the farms with chickens sold eggs, and 47.3% sold chickens, and the total sales amounted to \$529,841,882, an average of \$191 for all farms selling poultry products.

From the data secured in this investigation, it is estimated that 2,391,873 farms have flocks of 50 or more poultry; this is 40.9% of all farms with poultry. The proportion of farms with flocks of this size varies from 18.3% in the South Atlantic States to 68.4% in the West North Central States.

The value of poultry products has been better maintained in the past two years than any other farm produce and than most goods of any kind. The total value in 1921 was only 10% less than the 1919 valuation, or \$943,000,000. This was 17.7% of the total value of all animal products—the highest proportion ever established. Obviously, poultry is becoming a more and more important department on general farms and will get proportionately better care.

### Tentative Buckwheat Grades.

Sec'y F. J. Vasek of the Cleveland Grain and Hay Exchange, reports that the following tentative rules for the grading of buckwheat have been adopted by the Board of Directors:

No. 1 Buckwheat shall be sound, dry and free from other grain, weighing not less than 50 lbs. to the measured bushel, and shall contain not more than 13% moisture and not more than 2% foreign material.

No. 2 Buckwheat shall be sound and dry, weighing not less than 48 lbs. to the measured bushel, and shall contain not more than 14½% moisture and not more than 3% foreign material.

No. 3 Buckwheat shall be sound, weighing not less than 45 lbs. to the measured bushel and shall contain not more than 16½% moisture and not more than 4% foreign material.

Sample Buckwheat shall be all good buckwheat that is slightly damp but fit for warehousing, but which is too dirty to be graded No. 3.

### Wild Garlic in Southern Indiana.

Wild garlic is the worst weed pest in Southern Indiana. The department of agricultural extension of Purdue University is working to eradicate this weed, and has given publicity to the best methods of control. Associate Professor Albert A. Hansen of the division of botany, wrote recently in the *Indiana Farmers Guide*, as follows:

A few months ago one of the largest purchasers of cream in southern Indiana announced a reduction of 10 cents per pound on cream having the odor or flavor of garlic. The announcement was followed by similar statements from other creameries. It caused consternation among many farmers who depend on cream for a large part of their revenue. As if to add gall to the farmer's cup, many millers are also discounting garlicky wheat severely and with good reason.

Not only does the flavor of garlic ruin the flour, but the garlic "seeds" gum the rolls of the mills, causing much loss of time in cleaning. In one mill visited by the writer, it became necessary to stop the machinery twice a day during the garlic season, causing a loss of about 20 minutes each time. Even in stored wheat the garlic "seeds," on account of their higher water content, cause burning.

What is the effect of the discount on garlicky cream and wheat? The answer can well be guessed when it is known that practically the entire southern third of Indiana is blanketed with garlic. Throughout this region, the garlic problem is one of the most serious confronting the farmer. On many southern Indiana farms, the economical control of garlic actually means the difference between profit and loss.

In connection with the garlic problem, the question is frequently asked, "What is the difference between garlic and wild onion?" It is a difference in species; the wild garlic has dark-green, rounded leaves and forms hard-shelled bulbs (commonly called beech-nuts) in addition to soft bulbs, while the wild onion has light-green, flattened leaves and forms soft bulbs only. The onion is easier to destroy than the garlic since it can be eradicated by careful cultivation.

What is the solution to the wild garlic problem. Fortunately there is a solution, a solution that does not involve an excessive amount of labor or expense and which does not seriously interfere with ordinary farm operations. The only thing that is required is a willingness on the part of the farmer to follow each step in the scheme carefully and to see the thing thru. Frequently farmers have stopped in despair when on the very threshold of success. The solution to the garlic problem is a plan known as the cultural method. It is the most practical and successful method of destroying wild garlic that has ever been devised.

### Bean Production in 1922.

Estimates given by Secretaries of State Assns and private parties give the acreage in the six States as per list below and we have applied the Government figures on production per acre on the 1921 crop.

The result is as follows:

	Acre.	Bu. per acre.	Bushels.
New York.....	84,000	16	1,344,000
Michigan.....	450,000	11.3	5,085,000
California.....	310,000	13.3	4,123,000
Colorado.....	100,000	9	900,000
New Mexico.....	120,000	7.9	948,000
Arizona.....	10,000	8.5	85,000
Total.....	1,074,000		12,485,000

If estimated acreage, which is 303,000 in excess of that in 1921, is fairly accurate, the 1922 production will not exceed the average consumption of the past four years even if imports equal those in 1921—and none of the 1922 crop is exported.

The figures would lead us to believe that there is no good reason why the 1922 crop should not be marketed at prices which would yield a fair return to the growers, the elevator, the jobber and distributors, if sound business principles are used and the price is not so high as to cause large imports from foreign countries.

During the past four years the market has been handicapped by the carry over of old crop beans and this has probably tended to restrict consumption, owing to poor cooking quality of old stock. We shall not have this condition to face in the coming year.—Frank B. Dress, sec'y Michigan Bean Jobbers Ass'n, Lansing, Mich.

WITH THE SLACK speculative demand, the favorable crop prospects in the northwest, the lack of any urgent domestic or foreign demand for our wheat, and the increasing hedging sales which will be bound to come on the market, we are inclined to anticipate sagging prices, not only for wheat but for other grains as well.—Hulburd, Warren & Chandler.



## Grain Carriers

THE PHILADELPHIA & Reading Ry. will shortly purchase 1,000 steel freight cars at an approximated cost of \$2,000,000.

THIRTY-FIVE locomotives have been ordered from the Baldwin Locomotive Works by the B. & O., it was announced July 18.

A NEW BARGE LINE, operating between Pittsburgh, points on the Ohio river and New Orleans is the Lent Traffic Co., according to report of the New Orleans Ass'n of Commerce.

IN CASE No. 13910 Sub. No. 1, McCaull-Dinsmore Co., Minneapolis, Minn. vs. C. M. & St. P. Ry., the defendant claims that switching charges are unjust at Minneapolis and requests a cease order and reparation.

A REDUCTION ranging from 16 to 25 per cent in wharfage charges has been announced by the New Orleans Dock Board. It is estimated that this reduction will save ships using the New Orleans port, more than \$100,000 annually.

HEARINGS on the differential contest which now includes practically every eastern port, will be held beginning Sept. 12 in Boston. The meetings are expected to be held in turn at Boston, New York, Philadelphia, Baltimore, Norfolk and the south Atlantic and Gulf ports.

THE ORDER No. 12342, Western Grain Co. vs. Director General L. & N. et al., was modified so as to permit the defendants to establish rates in compliance therewith on 3 days' notice instead of 30 days' notice. The original effective date of the order, July 15, was not changed.

TO GET better freight rates from the Santa Fe on kafir, maize, milo and other products, the West Texas Chamber of Commerce has joined grain producers and dealers of the Panhandle section of Texas. They contend that other roads give better rates than the Santa Fe.

COAL SHORTAGE and high price of fuel coal is the reason given by a Buffalo steamship company for the removal from operation of 13 large freight boats on the Great Lakes. Coal is selling at \$8 a ton, an unprecedented figure, so large that grain transportation costs are raised materially by reason of it.

A CASE now up before the Interstate Commerce Commission, No. 13932, Northern Elevator Co., Minneapolis, Minn., vs. Great Northern, complains of a \$2. switching charge on grain from North Dakota and Montana to Minneapolis as being unreasonable. Complaints ask for a cease order and reparation.

RATES on coarse grain and sorghum are held unreasonable by Examiner Wm. B. Hunter in the complaint by the Texas Grain Dealers Ass'n, No. 12669, from points in Texas in certain groups to points in the Southeastern States. Complainants asked for an arbitrary of only 3.5 cents instead of the 5 cents recommended by Hunter.

UNJUST, unreasonable and discriminatory are the rates on corn from Falls City, Shubert and Preston, Neb., to New Orleans, La., for export, according to the case now up before the Interstate Commerce Commission as No. 13931, R. A. Heacock Co., Falls City, Neb. vs. C. B. & Q. Ry. The complainant asks for a cease order, reasonable rates and reparation.

A DECISION reached by the Interstate Commerce Commission June 5, in the case of the Corporation Commission of Oklahoma vs. the Abilene and Southern Ry. Co. finds that the rates in effect on grain, grain products, hay and straw from points in Oklahoma to points in Texas are unreasonable and unduly preferential in favor of Texas shippers. Reasonable and non-prejudicial rates were prescribed and ordered into effect.

REDUCED COSTS of freight car doors for grain shippers will be put into effect Aug. 14 in New York state, according to an order issued by the Public Service Commission at Albany, N. Y., July 19. The charge will be reduced from \$4. to \$3. per car and the railroads will be required to furnish all lumber for car doors. The order affects about 45 roads.

IN CASE No. 13918, Pacific Grain Co., Portland, Ore., vs. Director General as agent Northern Pacific et al. claims unjust and unreasonable rate on whole corn and oats from stations in North and South Dakota, Nebraska and Iowa to stations on the line of the Camas Prairie in Idaho, because they exceeded the 6 cent maximum as provided in General order No. 28. They ask for reparation.

IN HIS report on I. C. C. No. 12,800, California Grain Co. v. Director General and Sacramento Northern, examiner H. C. Keene recommended a holding of unreasonableness as to a rate of 68.5 cents on 8 carloads of barley shipped from Marysville, Gridley, Greenwood and Brawley, Calif., to Manitowoc, Wisc. in August, 1918, to the extent it exceeded 55 cents. Reparation should be made on the basis of 55 cents.

A NET PROFIT of \$150,000 is alleged to be shown by the Mississippi River barge line for the fiscal year ended June 30. Total revenue of the line in excess of operating expenses was \$534,000, but \$384,000 was charged off to depreciation. A loss of \$189,500 was suffered in September, October and November when the river water was very low and the long-shoremen had a strike in New Orleans, otherwise the net profits would have been larger.

SCHEDULES which proposed to make rates on grain from Sioux City, Ia., to Texas and Louisiana points on a basis of 5 cents per 100 lbs. more than similar rates from Omaha, Neb. to the same points, were cancelled by the Interstate Commerce Commission July 14. The commission sustained a protest by Kansas City shippers, who asserted that the arrangement would give the Iowa grain centers an advantage over Kansas City, Omaha, and other points.

A DECISION was reached in the "old tonnage" case by the Interstate Commerce Commission, July 14. The Commission ruled that the regulations and practices now in use are not illegal, but are unduly prejudicial against Kansas City and Omaha and unduly preferential to St. Louis, Cairo and Memphis. Carriers are ordered to establish by Sept. 22, on 30-day notice, the same rules at St. Louis, Cairo and Memphis as those maintained at Kansas City and Omaha.

THE INTERSTATE commerce commission granted authority to the railroads, upon request of the Kansas City Board of Trade, to amend their tariffs governing proportional rates out of Kansas City so as to extend the life of oats tonnage now on hand. The arrangement will be that all oats tonnage dated on or after July 24, 1921, and not later than Dec. 31, 1921, will be good for proportional rates if offered prior to Dec. 31, 1922. Any tonnage date prior to July 24, 1921, if not used before Dec. 24, 1922, must necessarily expire.

A DECISION reached by the Interstate Commerce Commission in the case of Board of Trade of Kansas City v. A. T. & S. F. Ry. finds that the rules, regulations and practices now in use by the A. T. & S. F. in respect of reforwarding of grain from Kansas City, Mo.-Kan., and Omaha, Neb., which has originated beyond, are found not illegal, unreasonable, or unjustly discriminatory, but are found unduly prejudicial to those localities and to shippers and receivers of grain there located, and unduly preferential to St. Louis, Mo., Cairo, Ill., and Memphis, Tenn., and to receivers and shippers there located. The decision was reached June 15, and carriers were ordered to desist practicing the undue prejudice on and after September 22.

EQUIPMENT orders of railroads for July and August show a very great gain, inquiries being in the market for 10,000 or more cars and approximately 200 locomotives. A number of roads are discussing purchases though they have not definitely asked for bids. Car orders placed so far this year total approximately 100,000 or at an annual rate of nearly 200,000. The average number of cars purchased in 14 years 1901-14 was approximately 175,000. In the past two years the roads have purchased only 87,381 cars, an average of 43,690. Orders in the first half of 1922 exceeded the total purchase of two previous years.

THE INTERSTATE COMMERCE COMMISSION on July 20, amended its order prescribing a thru export B/L to be issued by railroads by substituting the words "receipt of the property" for the words, "issue of" in the receipt clause. This change makes the receipts clause read as follows: "Received subject to the classifications and tariffs in effect on the date of the receipt of the property described in this bill of lading, at —." This change was made because ocean carriers as a rule require shippers to accept their own export Bs/L in exchange for those issued by the railroad. By changing the language, the shipper is protected as to rates and charges for the carriage from a point in the interior, as of the day the goods were delivered to the inland carrier, and not subject to rates that might have been put into effect after the freight left the point of interior origin.

Disagreement over divisions is not considered by the Commission as justification for increases in or cancellation of joint rates or charges, and therefore as it construes the law, it has no option other than to condemn such changes unless substantial justification other than dissatisfaction with divisions is submitted. The Commission is authorized by the same section of the Act to prescribe just, reasonable and equitable divisions to be received by the several carriers parties to joint rates and therefore, if unable to obtain equitable divisions from its connections, a carrier should bring the situation to the attention of the Commission in an appropriate proceeding rather than without justification attempt to increase or cancel joint rates. Ordinarily the Commission will not undertake in investigation and suspension proceedings to pass upon the reasonableness of divisions of joint rates involved therein.—George B. McGinty, Sec'y, Interstate Commerce Commission.

THE RAILROAD Commission of Texas on Aug. 8, will, at its office in Austin, Tex., take up and consider the matter of applications filed with it by carriers and interested shippers looking to a revision of existing rules and regulations governing the diversion or reconsignment of grain, seeds, hay or straw, held for inspection and disposition orders at billed destination or at a point intermediate thereto. Complete information is given in Circular No. 5589 issued by the commission. The commission will, on the same date, also take up and consider the matter of complaints filed with it on behalf of shippers of ear corn, maize heads and other coarse grains, respecting the inability of shippers to load, in cars of less than 40 foot length, the prescribed minimum weight of 40,000 pounds. Complete information regarding this matter is given in Circular No. 5586 issued by the commission. Revisions of existing rules will be made in accordance with what the commission rules just, proper and equitable to all interests concerned.

### Embargoes.

THE B. & O. has placed an embargo on grain west of the Ohio river.

THE ROCK ISLAND had an embargo on grain loading in effect for one day on one of its divisions in Kansas, on account of the strike situation.



## Strikes Decrease Freight Loadings.

Loadings of revenue freight totaled 718,311 cars during the week ended July 8, a decrease of 158,577 cars from the loading of 876,896 cars during the preceding week. This was the first week of the shopmen's strike. Loadings were lowest for any week this year with the exception of the first week in January and the first three weeks following the coal strike in April. Part of the decrease in loadings for this week can be attributed to the holiday on July 4.

The average weekly loadings in the first quarter of 1922 were 776,861 cars, the average weekly loadings during 1921, 754,716 cars, during 1920, 850,923 cars and during 1919, 801,616.

For the week ending July 1, 41,897 cars were grain and grain products, an increase of 1,203 cars over the same week last year.

The total number of freight cars idle on July 1 was 405,185; compared with 429,074 during the preceding week, a decrease of 23,889 cars.

The C. B. & Q. during the period of July 1 and 14 inclusive, moved 63,710 cars; compared with 56,436 for the same period last year.

## Proportional Rate Decision on Sioux City.

By schedules filed to become effective March 25 and April 2, the carriers proposed to establish proportional rates on grain and products from Sioux City, Ia., to points in Louisiana and Texas. Upon protest of the Kansas City Board of Trade to the Interstate Commerce Commission the rates were suspended until August 22, and a hearing was held June 14, by the Interstate Commerce Commission.

Points of interest brot out in the case were that prior to 1918, with few exceptions, no proportional rates on grain were in effect at Sioux City. In that year the railroad administration published proportional rates on grain from Sioux City south of the Ohio river and east of the Mississippi river, as well as to Gulf ports, 3 cents higher than the rates from Omaha. Thru various increases and decreases this differential finally became in general, 4 cents. A number of other instances of proportional rates were also quoted.

Sioux City draws practically all of its grain from South Dakota, northeastern Nebraska, northwestern Iowa and southwestern Minnesota.

Under the proposed rates, the effect would be to reduce the applicable thru rates from numerous shipping points in the above mentioned states to points in Louisiana and Texas by making the rate via Sioux City less than the rate thru Omaha or Kansas City, the differences ranging from 0.5 cents to 9 cents. Sioux City would thus be substituted for Omaha or Kansas City in shipping thru grain.

The Commission said: Sioux City has taken its place along with Kansas City and Omaha as a primary Missouri river market. The transportation conditions under which this traffic is handled at these markets are substantially the same. Sioux City is entitled to as favorable a rate adjustment on grain and grain products as Omaha, or Kansas City, to points in Louisiana and Texas, but it is not entitled to any advantage over those markets such as would accrue to it under the proposed rates. The Kansas City market receives substantial volumes of oats and corn, especially oats, from the above mentioned states, and it should be permitted to dispose of this grain at points in Louisiana and Texas upon a rate basis equal to that accorded to the markets at Omaha and Sioux City. To accord proportional rates to Sioux City, and transit under those rates to Kansas City, would place the latter market in respect to this traffic at an undue and unreasonable disadvantage.

The Interstate Commerce Commission ruled that the proposed proportional rates for Sioux City were not justified and therefore ordered them cancelled, on or before August 21.

## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. & A. in special supplement to tariffs gives reductions in rates, effective July 1.

C. & E. I. in special supplement to tariffs gives reductions in rates effective July 1.

Santa Fe in Supplement 11 to 5702-G gives reductions in rates applying with participating carriers, effective July 1.

Santa Fe in Supplement 3 to 5588-M gives reductions in rates applying with participating carriers, effective July 1.

E. B. Boyd, agent Western Trunk Lines, in Supplement 27 to Circular 1-P gives rules, regulations and exceptions to classifications, effective June 30.

C. & A. in Supplement 5 to 1629-C gives joint and proportional rates on grain products from stations in Illinois to Cairo, Ill., and Evansville, Ind., effective August 1.

C. & E. I. in Supplement 18 to 6639-D, cancels Supplement 17 and gives rules governing milling and malting in transit privileges on grain and products at stations on the C. & E. I., effective July 28.

C. & A. in Supplement 7 to 28-D gives elevation and transfer charges on grain, absorption of loading and unloading charges on live stock, maximum and minimum weights and rules governing furnishing of grain doors, effective August 1.

C. & A. in tariff 1651-F gives joint freight rates on grain and grain products from stations in Illinois, also St. Louis and Louisiana, Mo., to Milwaukee and Racine, Wis., also North Chicago and Waukegan, Ill., effective August 1.

C. & A. in Supplement 2 to tariff 1609-F gives local, joint and proportional rates on grain, grain products, seeds, hay and straw from Chicago, Peoria, Ill., St. Louis, Mo., Rondout, Waukegan, Ill., to stations in Missouri effective July 1.

C. & E. I. in Supplement 24 to 8625-B, cancels Supplements 12, 19 and 24 and gives joint export rates on grain and grain products from stations on the C. & E. I. and C. & I. C. to points in Alabama, Florida, Louisiana and Mississippi, effective July 1.

C. & E. I. in Supplement 5, canceling Supplement 4, to 625, gives joint and proportional rates on grain and grain products from stations on the C. & E. I. to points in Alabama, Arkansas, Florida, Kentucky, Louisiana, Mississippi and Tennessee, effective July 28.

C. & A. in tariff 1604-G gives local, joint and proportional rates on grain and grain products from Chicago, Joliet, Peoria, Pekin and El. St. Louis, Ill., also St. Louis, Mo., to stations on the C. & A. in Illinois, Toledo, O., Detroit, Mich., and stations on connecting lines in Illinois, effective August 1.

Santa Fe in Supplement 21 to 7481-G, gives joint freight rate applying on grain products and seeds from stations in Colorado, Kansas, Missouri and Oklahoma, also Superior, Neb., to points in Alabama, Arkansas, Kansas, Louisiana, Missouri, Mississippi, Oklahoma, Tennessee and Texas, effective July 1.

C. R. I. & P. in Supplement 5 to 19687-N gives joint and proportional rates on grain, grain products, seeds, hay and broom corn, from Missouri River stations and other stations in Illinois, Iowa, Minnesota, Missouri and South Dakota to Mississippi Valley points and other stations in Alabama, Arkansas, Florida, Louisiana, Mississippi and Tennessee, also gulf ports for export, effective August 15.

C. & E. I. in Supplement 21, canceling Supplement 19, to 622-G, gives local, joint and proportional rates on grain, grain products, grain by-products, corn cobs, cotton seed, cotton seed ashes, seeds (broom corn, Hungarian and Millet), and red top seed chaff, from stations on the C. & E. I. C. & I. C., Henderson, Owensboro, Ky., and Cairo, Ill., (via M. & O.), Joliet, Ill., (via E. J. & E.), and Momenca Transfer, Ill., (via C. M. & G.) to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, Pennsylvania and Wisconsin, effective July 1.

C. & A. in Supplement 2 to 2-H gives switching and other terminal charges, also rules governing absorption of switching, drayage and transfer charges, effective July 1.

C. & A. in tariff 1620-E gives joint and proportional rates on grain products from Alton, Bloomington, E. St. Louis, Granite City, Lincoln, Lockport, Pekin, Peoria, Springfield, Venice, Ill., and St. Louis, Mo., to stations on lines of carriers in Ill., Iowa, Minn., Mo., and Wis., effective August 1.

Santa Fe in Tariff 5655-A-2, canceling 5655-A-1, gives joint proportional rates on grain, grain products and seeds from points in Missouri, Kansas, Oklahoma, New Mexico and Texas, also Superior, Neb., to Galveston, Houston, Texas City, Beaumont, Orange, and Port Arthur, Texas, effective August 1.

Santa Fe in Supplement 4 to 5588-M, gives local, joint and proportional rates on grain and grain products between points in Kansas, Colorado, Missouri and Oklahoma, also Superior, Neb., and Joplin, Mo., and points in Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, Oklahoma and Wisconsin, effective July 1.

C. & E. I. in Supplement 40, canceling Supplements 35, 38 and 29, to 8650 gives joint and proportional rates on grain, grain products, grain by-products, cotton seed, cotton seed ashes and cotton seed hull bran from stations on the C. & E. I. and C. & I. C. to points in New York, Ohio, Pennsylvania, West Virginia and the Dominion of Canada, effective July 1.

Illinois Central in Supplement No. 1 to 601-H gives local, joint and proportional rates on grain, grain products, hay and seed from stations in Iowa, Minnesota, South Dakota to Chicago, Peoria, Ill., St. Louis, Mo., Milwaukee, Wis., Minneapolis, Minn., Omaha, Neb., Ohio River Crossings and other stations in Illinois, Indiana, Iowa, Minnesota, Ohio, South Dakota and Wisconsin, effective August 15.

C. & A. in Supplement 30 to 1574-F gives joint and proportional rates on grain, grain products, seeds, hay and straw from Kansas City, Mo., Blue Springs, Fulton, Gilliam, Glasgow, Higginsville, Marshall, Mayview, Mexico, Odessa and Slater, Mo., to Cairo, Ill., Evansville, Ind., Cincinnati, O., Jeffersonville, Ind., Louisville, Ky., Mississippi Valley points and stations in Ala., La., Miss., also Key West, Fla., effective August 1.

C. R. I. & P. in Supplement 6 to 22000-G gives, local, joint and proportional rates on grain, grain products and seeds from Chicago, Moline, Peoria, Rock Island, Ill., Burlington, Clinton, Davenport, Keokuk, Muscatine, Ia., Minneapolis, Minnesota Transfer, St. Paul, Minn., to stations on the C. R. I. & P. and connections in Illinois, Iowa, Minnesota, Missouri and South Dakota, including Kansas City, St. Joseph, Mo., Council Bluffs, Ia., Armourdale (Kansas City, Kan.), Atchison, Leavenworth, Kan., Albright, Omaha and South Omaha, Neb., effective August 15.

Santa Fe in Supplement 12 to 5702-G gives local, joint and proportional rates on broom corn, castor beans, pop corn, seed, hay and straw between points in Kansas, Colorado, also Superior, Neb., and Joplin, Mo.; and Kansas City, Mo.-Kan., St. Joseph, Mo., Atchison, Leavenworth, Kan., Omaha, Lincoln, Neb., Sioux City, Ia., Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minn., and points taking the same rates; also distance rates between stations in Kansas; stations in Oklahoma and stations in Kansas; also Superior, Neb., and Joplin, Mo.; Superior, Neb., Joplin, Mo., and stations in Kansas; also on corn husks from stations in Oklahoma to Chicago, St. Louis, E. Ft. Madison and Missouri River points, effective July 1.

FORTY or more farmers in the vicinity of Kinsley, Kan. held a meeting recently with a view to taking action toward resisting the U. S. G. G., Inc., who are acting to force the farmers to fulfill contracts. Several meetings of this kind have been held in Kansas recently.

A POSTER on "Early Plowing For Wheat," is being sent broadcast to bankers, farm agents, millers, elevator men, implement men and others, by the Southwestern Wheat Improvement Ass'n. It is attractively printed in two colors and gives hints and suggestions on seeding, earlier plowing and how to insure a big wheat crop.



## Supreme Court Decisions

**Amount Stated in B/L Not Agreed Valuation.**—Where B/L was not signed by shipper and stated that the valuation specified was to enable carrier to apply the lawful tariff rate, and that the valuation related only to the time and place of shipment, refusal to permit the railroad's attorney in action for death of cattle from injuries sustained, to argue that the amount specified was the agreed valuation, held not reversible error.—*Gulf, C. & S. Ry. Co. v. Morris*. Court of Civil Appeals of Texas. 241 S. W. 235.

**Court Can Not Limit Activity of Federal Trade Commission in Advance.**—The review of findings by an administrative body, such as the Federal Trade Commission, which has been given authority by Congress to find facts and make orders, is limited to determination whether such findings and orders are supported by substantial legal evidence, in which case they are conclusive, and it cannot be presumed the commission will proceed erroneously and in excess of its powers, and thereby impose upon a party unnecessarily the expense incident to a hearing.—*Chamber of Commerce of Minneapolis v. Federal Trade Commission*. U. S. Circuit Court of Appeals. 280 Fed. 45.

**Indorsee of B/L Holds Title as Against Purchaser from One in Wrongful Possession.**—The payee of a draft drawn against a shipment of merchandise consigned to order of consignor, on which is indorsed "Documents against payment," and to which was attached the B/L indorsed to such payee, held to hold title to the merchandise as security until payment of the draft and surrender of the B/L, which title was not divested by a sale and delivery of the merchandise to a bona fide purchaser for value, after acceptance of the draft by the drawee, who obtained possession without authority or knowledge of the payee.—*Albers Bros. Milling Co. v. Drumheller*. U. S. District Court, Washington. 280 Fed. 217.

**Feed Includes Corn.**—Plaintiff partnership had purchased from defendant corporation two cars of corn for March shipment. Defendant's business was divided into four departments, bean, grain, feed and bags, but plaintiff knew nothing of this. On March 15th the manager of defendant's feed department called up plaintiff by long-distance telephone and asked how plaintiff was fixed for feed, to which one of plaintiffs replied that they were then well fixed for feed, and, in plaintiff's action for failure to deliver, such plaintiff testified that in such conversation he also said that they had two cars of corn coming from defendant, that they wanted it shipped then, and that the person then talking answered that he would call the grain man's attention to it. Later, the corn not having been shipped, defendant canceled the order because no shipping instructions were given it. Held, that it was proper to submit to the jury the question of the feed department manager's apparent authority to receive plaintiff's message as agent of defendant, in connection with his inquiry as to how plaintiff was fixed for "feed," which, in the absence of anything to the contrary, would seem to include corn, since to non-technical persons of common understanding underground corn is regarded as feed for domestic animals, and poultry feed is defined as food, properly for domestic animals.—*Peter Hage and Byron Center Grain & Fuel Co. v. E. L. Wellman Co.* Supreme Court of Michigan. 187 N. W. 404.

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**Liability of Connecting Carriers.**—The Cummins Amendment to the Carmack Amendment of the Interstate Commerce Act (Comp. St. § 8604a) modifies the common-law liability only of the initial carriers which it renders liable for loss or damage to the property during the entire shipment, and does not authorize recovery from the terminal carrier for damage caused by the negligence of an intermediate carrier, especially where the bill of lading expressly negated the liability of any connecting carrier for damage not caused by it.—*Ore. Wash. R. & N. Co. v. McGinn*. Supreme Court of the United States. 42 Sup. Ct. Rep. 332.

**Damages for Failure to Accept Grain.**—As respects defendant buyer's liability for grain which defendants claimed arrived unfit for human food and was taken back by the seller, an instruction that, if the grain arrived fit for food, then to assess the seller's damages at the difference between the contract price and the price at which the same was finally sold by the seller, and to add the expense incurred by the seller in transporting and treating the grain so as to render it marketable, was proper. The rule requiring a buyer in possession of goods that he refused to pay for to take proper care thereof to minimize damage until the seller can repossess is not applicable where the seller comes on the ground to handle them himself, and the goods are tendered to and received by the seller; and the seller cannot, on this ground, deny to the buyer the right to recover the invoice price paid through mistake.—*Clement Grain Co. v. Border Wholesale Commission Co.* Court of Civil Appeals of Texas. 237 S. W. 596.

**Recovery for Discrimination in Rates.**—A shipper at common law could recover for discrimination in rates; the carrier being bound to carry at an equal rate for all customers for substantially similar service and under substantially similar conditions. Since the Transportation Act provides that the period of federal control shall not be computed as a part of the period of limitation in actions against carriers for causes of action arising prior to federal control, the period from the date the government took control of and operated a railroad must be excluded from the computation of the period of limitation of the state statute. A shipper's right at common law to sue the carrier to recover excessive and discriminatory freight charges collected from the shipper by the carrier is not abrogated by Comp. Laws. 1907, §§ 434, 454, 455, requiring reasonable rates, and authorizing an overcharged shipper to recover double the charges paid, because a suit to recover excessive freight charges collected is not governed by Comp. Law, 1917, § 6468, subd. 1, as to action for liability created by statute, or by section 6470, subd. 1, as to action for statutory penalty, but by the four-year statute. In this case the shipper recovered \$58,982 paid in freight on coal.—*Jeremy Fuel & Grain Co. v. Denver & Rio Grande R. Co.* Supreme Court of Utah. 207 Pac. 155.

A RULING from Washington July 17, states that speculators may no longer sell stocks at a profit and invest the proceeds in other stocks and then refrain from reporting the profits in their federal income tax returns.

### Mine Workers Should Be Protected.

The Peoria Board of Trade has adopted the following resolution:

The Peoria Board of Trade, the oldest commercial body in Central Illinois, has never hesitated to go on record as to its position on important matters which affect the vital interests of this city and state and the nation.

At this particular time the country is placed in a critical position by what has happened as a consequence of the coal strike and the strike of railroad shopmen.

As it appears to us it is now a question if men who want employment and are willing to work, at what seems to them fair wages, should be hindered in accepting such employment by other individuals or bodies of men—and if such attempted hindrances are in evidence we insist that the city, county, state, and if necessary the federal authorities should furnish ample protection to men wanting to work, and

Whereas this exchange realizes the importance of prompt action in this state in view of what has already occurred in Southern Illinois and also in this county as regards coal matters and in Decatur and other points in connection with railroad strikes.

Resolved that we insist that the support and protection alluded to above be extended to all those desirous of working, but who are or may be intimidated from accepting positions tendered them.

### Time Extended Unless Denied.

The Arbitration Appeals Com'te of the Grain Dealers National Ass'n in two cases has shown a commendable disposition to trace back to its source the tangled snarl into which two erring litigants have wound themselves. Some of the state com'tes have on the contrary disgraced arbitration by splitting the difference.

In the case of the T. D. Phelps Grain Co. of Denver, Colo., plaintiff, v. the McCaull-Dinsmore Co., of Minneapolis, Minn., defendants, the appeals com'te, composed of Elmer Hutchinson, E. M. Combs, W. W. Manning, John S. Green and A. S. MacDonald, decided in favor of plaintiff, on account of the failure of defendants at the expiration of contract time to exercise their rights of cancellation or to require an agreement from plaintiff as to extension of time. The com'te held that "their having been in verbal communication with plaintiffs between July 9, the date contract expired, and July 26 without any mention of penalty or special terms, was sufficient to change the terms of the contract in so far as time of shipment is concerned."

This is a case in which Arbitration Com'te No. 2 found for the plaintiffs for the full amount of their claim \$1,149.93, from which decision the defendants appeal to this Committee.

On June 29, 1920, plaintiffs sold defendant 3 cars No. 2 Hard Wheat at \$2.75 a bushel, track Minneapolis, shipment within ten days—Government premium or discount for other grades.

There is no dispute as to the terms of this contract, but the cars to fill the contract were not shipped until July 23 and 26 and were refused by the defendant, causing the plaintiff to sell them out at a claimed loss of \$1,149.93.

The plaintiff claims an extension of time was granted by the defendants and that cars should have been accepted as shipped, which claim is denied by the defendants and is the sole cause for this dispute.

The Appeals Com'te concurs in the reasoning and opinion of Arbitration Com'te No. 2 that an extension of time was granted, but not wholly with their award as to amount of loss, which difference will be dealt with later.

The plaintiff claims that Mr. Krumvieda, the defendant's representative at Denver, discussed this contract with the plaintiff's representatives several times between July 9, the date the contract expired, and July 26, and that he knew all of this time that the wheat had not been shipped. That on July 26 Mr. Krumvieda notified the plaintiff that he must have the car numbers immediately or they would buy the wheat in on the Minneapolis market the next day. Whereupon Mr. Krumvieda was tendered one bill-of-lading for a car shipped on July 23 and was given two car numbers that were shipped on July 26 and nothing was said by Mr. Krumvieda that this was not satisfactory in fulfillment of the contract. The above evidence is supported by three affidavits of persons connected with plaintiff's firm.

The defendant introduces as evidence two affidavits each denying in part the facts as mentioned in the foregoing paragraph. They, however, do not deny that portion of the affidavit claiming they had asked for and received the car numbers on July 26.

The defendants introduced two affidavits to the effect that the plaintiffs were notified on July 26 by a wire from the defendants' Minneapolis office through Mr. Krumvieda in the following language:

"McCaull-Dinsmore Co., Denver, Colo.

Demand car numbers Phelps contract July 29 otherwise will have buy his account if late will be discounted.

McCaull-Dinsmore Co."

This the plaintiffs deny by two affidavits and these affidavits also say that the first notice the plaintiff ever had that a discount for late shipment would be made was when their first draft was presented and refused by defendants on July 30.

In the Com'te's judgment each of the affidavits previously mentioned is entitled to as much credibility as the other and because of this fact and the fact they are so conflicting, they are of no value to this Com'te except on one point and that point is to establish the fact that the plaintiff and defendant were in communication with reference to this contract between July 9 and July 30, the day it was cancelled. The next and perhaps the most important evidence is a letter dated July 26 from the defendants to plaintiffs as follows:

"July 26, 1920.

T. D. Phelps Grain Co., Denver, Colo.

Gentlemen: We are today in receipt of a wire from our Minneapolis office demanding car numbers on our purchase P-455 of June 29—3 cars No. 2 hard winter wheat \$2.75 a bushel basis track Minneapolis. This contract is seventeen days overdue, and our Minneapolis of-



rice demands the car numbers or they will buy in at the opening tomorrow morning.

We trust you will kindly give us these car numbers tonight so that we may wire them to Minneapolis before the opening tomorrow morning.

Yours very truly,  
THE McCALL-DINSMORE CO.,  
CEK:AD. By/s/C. E. Krumvieda, Mgr."

This letter is proof that the defendants considered the contract still in force and effect on that date and there is nothing to indicate that defendants expected to receive the wheat on any other terms than those of the original contract. The evidence also shows that plaintiffs complied with the demand made in that letter. The Committee finds from the preponderance of evidence that defendants in this case failed to properly protect their rights of cancellation or to require a penalty from plaintiffs for late shipment, and that on the other hand the acts of the defendants actually amounted to their granting plaintiffs an extension of the contract time until July 26, the date the last cars were shipped.

The loss claimed by plaintiffs amounts to \$1,149.93, but the evidence discloses the fact that one of the three cars in question graded smutty No. 2 hard wheat and was discounted 5 cents a bushel on this account which discount should have been allowed by plaintiffs in making their claim. This car contained 1,350.50 bus., which at 5 cents a bushel amounts to \$67.64.

The Com'te's ruling is that the McCaul-Dinsmore Company shall pay to T. D. Phelps Grain Co., the sum of \$1,082.39 and the McCaul-Dinsmore Company shall also pay the cost of this appeal.

## No Contract where Minds of Parties Did Not Meet.

Arbitration Com'te No. 1 of the Grain Dealers National Ass'n, composed of J. R. Murrell, Jr., O. F. Bast and C. D. Sturtevant, recently decided against the Flanley Grain Co., of Sioux City, Ia., plaintiff, and in favor of defendants, Kelly, Weber & Co., of Lake Charles, La.

On Sept. 25, 1920, the Flanley Grain Co. wired Kelly, Weber & Co. offering bulk No. 2 yellow corn at \$1.35, and No. 2 white oats at 73c, for prompt shipment, subject to telegraphic acceptance.

Kelly, Weber & Co. immediately replied as follows:

"Book afforded acted eagerly rush shipment suspect one sweetened," translated being, "Book one car two yellow corn \$1.35 rush shipment Missouri Pacific one Kansas City Southern."

On the same day, Sept. 25, Kelly, Weber & Co. confirmed by letter the purchase of these two carloads of corn as per their telegram.

Flanley Grain Co.'s translation of the wire booking these two cars was translated to cover only one car, and they immediately entered on their books the sale of one car of No. 2 yellow corn, and followed this on Sept. 28, with a confirmation by letter confirming the sale of one car of corn.

On Sept. 30, the letter confirmation of Kelly, Weber & Co.'s was received by the Flanley Grain Co., and instead of wiring when they saw their misunderstanding they sent out a corrected confirmation covering two cars.

On Oct. 1, Kelly, Weber & Co. received in their mails the letter confirming the sale to them of one car and replied by letter thanking Flanley Grain Co. for booking only one car, and it follows that Flanley Grain Co. immediately shipped both cars of corn before receiving the Kelly, Weber & Co.'s letter advising that they were thankful that only one car had been booked. In the meantime Kelly, Weber & Co. received the corrected confirmation and a letter from Flanley Grain Co., saying that the second car was being booked, and on Oct. 4 received a wire from Flanley Grain Co. to the effect that both cars had been shipped, to which Kelly, Weber & Co. replied that they had booked only one car and had bought better requirements elsewhere.

This com'te wishes to censure both parties for being negligent and failing to wire immediately when a discrepancy in confirmation was noticed.

It is the opinion of the com'te that there was no contract on the second car of corn. There can be no contract where minds do not meet; therefore, we must deny the claim of the plaintiff and find for the defendant and assess the costs of arbitration to the plaintiff in this action.

We also find that Kelly, Weber & Co., did not take advantage of the situation Flanley Grain Co. had put themselves in and paid them full market value on the second car of corn upon its arrival in Lake Charles.

A little bird  
Perched on the eaves  
And built a nest  
Of nice dry leaves.  
A little spark  
Dropped in that nest  
It makes us weep  
To tell the rest.—Our Paper.

## Garnishment of Proceeds of Draft.

The National Hay Co., of Kansas City, Mo., deposited with the National Bank of Commerce a draft on W. M. Crosby Flour & Grain Co., of Birmingham, Ala., for \$456.57, with B/L, and the amount was credited to its account. The draft with B/L attached was forwarded by National Bank of Commerce to First National Bank of Birmingham, Ala., for collection and remittance to National Bank of Commerce, and the amount of the draft was paid by the drawee to the First National Bank of Birmingham. Prior to the remittance by last-mentioned bank to the National Bank of Commerce, of the proceeds of draft, on the 23d day of December, 1919, attachment proceedings were instituted in the circuit court of Jefferson county, Ala., by B. C. Morgan against National Hay Co. and service was sought to be perfected by the process of garnishment directed to the First National Bank of Birmingham, Ala. In response to the writ issued to it, the bank as garnishee filed its answer, admitting that it held in its possession the proceeds of draft and suggesting the National Bank of Commerce as claimant. Whereupon, the National Bank of Commerce propounded its claim to said fund, and an issue was made up between appellee and appellant, which issue was found by the circuit court of Jefferson county in favor of B. C. Morgan and the garnishee was ordered to pay the proceeds of said draft into court.

The Supreme Court of Alabama affirmed the decision of the circuit court in favor of Morgan, saying: Whether or not the appellant bank received the draft in question as a mere collecting agent or as a purchaser, we need not decide, for it may be conceded that it acquired same in the latter capacity, only for the purpose, however, of deciding this case, yet the proof fails to show that it was a bona fide purchaser for value. The appellant credited the amount of the draft to the deposit account of the drawer, the hay company, and did not become a bona fide purchaser of same as against the appellee, a creditor of the hay company, unless it showed that the amount so credited was absorbed by an existing debt, or had been subsequently exhausted by checks of said hay company.

Appellant's counsel insist that the appellant bank was a bona fide purchaser in due course, notwithstanding the hay company's account had never been overdrawn and it had a balance to its credit, in excess of the draft, continuously from the day the draft was received until the service of the garnishment, as checks were drawn against the bank in the meantime sufficient to exhaust the credit as it stood when the proceeds of the draft were credited to the hay company.

While entertaining a most profound respect for the courts holding contrary to our conclusion, we think our position the more just and equitable in view of the fact that a bank has the right to apply all unchecked against deposits to the debts due it by the depositor. Morse on Banking, § 324; Lehman v. Tallassee Co., 64 Ala. 595; Batson v. Alexander City Bank, 60 South. 313. This holding cannot therefore be of serious detriment to banks, while a contrary view might result in furnishing a weapon to the negotiator of notes and bills against their creditors or persons having a right or equity in or against the instruments so negotiated.—92 Southern Rep. 10.

## Governmental Restriction Depresses Business.

Congress has put restrictions on the grain exchanges. To the average trader they mean little, but the fact remains that with Congress passing bills that are nothing but class legislation, buyers are bound to be timid. Future trading has saved the farmer in the past and will continue to do so in the future if such people as Senator Capper can by any possible means be made to see the light of day. Last year every commission house in the country was long wheat. They were carrying the hedges put out by millers and cash handlers of wheat. The farmer found a market for his wheat at highly satisfactory prices. This year these speculative buyers are absent. Movement of wheat has been delayed, but when it comes where will the buyers come from? Europe will take some, but when accumulation starts at primary markets, buyers must be found to take the hedges.—C. A. King & Co.

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That's the way we feel about the Ellis Drier. It embodies certain basic principles which we have always believed in and the success with which this machine is meeting is ample proof of vindication.

Your one sure way of obtaining grain drier satisfaction is to specify the "ELLIS."

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A. B. C. Improved 5th Edition, contains a complete set of five letter code words for every expression in the former edition. Any two of these words may be combined and sent as one word, reducing telegraph tolls 50 per cent. Price in English, \$18.00.

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Baltimore Export Cable Code, most popular and simplest code for export trade. Bound in red leather, third grain edition, 413 pages, size 7x9¼ inches, \$15.00; fourth edition, for grain, stocks, bonds and general merchandise, 160 pages, 6¼x9 inches, \$15.00.

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Your Name in gilt letters stamped on front cover of any of the above books for 35 cents extra. Any code upon short notice.

## Grain Dealers Journal

309 S. La Salle Street,

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## Radiographs

HUMESTON, LA.—An amplifier has been added to the radio of Humeston & Son, grain dealers here, and it greatly adds to the clarifying of the reports when received.

KANSAS CITY, Mo.—Directors of the Board of Trade adopted a resolution July 18, prohibiting private broadcasting by radio of Kansas City market quotations or reports of any transactions made on the exchange.

RADIO REPORTS are now being broadcasted nightly at 7 p. m. by the Pennsylvania Dept. of Agri. from the radio station at Harrisburg, with the exception of Saturday and Sunday. Market quotations and crop reports are given to the farmers of the state. The wave length is 400 meters.

RADIO OPERATORS may calculate to an approximate degree the wave length of their antenna by adding the length of their antenna, the length of the lead-in wire and the length of the ground wire, then multiply the total by one and one-half. The result is the natural period or wave length of the antenna itself.

REPRESENTATIVES of 15 radio broadcasting stations held a conference at New York May 11, and all except one agreed to broadcast at non-conflicting hours. This one corporation refused to co-operate with the others, stating at that time that it would broadcast when and where it saw fit. As a result, steps are being taken by the Radio Broadcasting Society of America to have the offender's license revoked.

A RADIO committee has been formed by the government and at the request of the sec'y of commerce, each of the ten government departments has appointed a representative on the Interdepartment Advisory Com'te on Government Radio Broadcasting. There are in addition representatives of the Bureau of the Budget and the U. S. Shipping Board. Dr. S. W. Stratton is the chairman. An experimental system of government broadcasting by primary broadcast stations has been established on recommendations by the com'te, utilizing only previously existing government stations and equipment.

RADIO, like everything else that is new, is suffering at present from those who are using it to gain easy or unearned money. There are now in existence about 1,250 corporations, recently organized to sell and make radio outfits. A goodly number of these corporations are making the outfits "to sell," that is, making them of cheap and unreliable material and assembling them so they will operate correctly but for a short time. Any grain dealer contemplating the installation of the radio should see to it that those with whom he does business are of the reliable type. A little investigation along these lines will save time and money in no small way. Be careful.

CHICAGO, ILL.—The Bureau of Standards circular letter LC 62 on radio equipment came to the attention of our engineers and we find that there is practically no difference between the standard now established by the government and our standard except in the size of the ground wire. It scarcely seems to us that the government prepared its specifications for such properties as grain elevators and we are rather inclined to retain our present ruling on the ground wire. We will have a meeting of our engineering council very shortly and the matter of either retaining our present specifications or using those of the government will be brot up and decided. At that time we will put our specifications for radio equipment in more permanent form and have a booklet for distribution.—Mutual Fire Prevention Bureau.

THE CHICAGO Board of Trade is inquiring to find out if the quotations being sent out are utilized by grain dealers. In a letter Sec'y John R. Mauff writes: "This is the era of the wireless. The radio-phone has become an adjunct of the work of this association in disseminating its price quotations. The Chicago

Board of Trade was the first organized exchange to adapt itself to this new method of keeping the public in touch with official quotations. It has established a wireless telephone service, giving the official quotations at intervals of thirty minutes, beginning with the market opening at 9:30 a. m. In order to keep pace with the new methods it is essential that we ascertain just how far this service has extended, what satisfaction it is giving and how effective it is in bringing the market closer to distant places."

THE MEMBERSHIP of the Chamber of Commerce of the United States, thru referendum vote, is committed to advocacy of both land reclamation and vocational training for the benefit of uninjured veterans, but is committed against the proposed bonus, whether paid in cash or thru certificates which will mature after a series of years.

### Insurance Notes.

FIRE LOSSES in Illinois for June amounted to \$1,349,790, according to State Fire Marshal John G. Gamber. The total for the first six months of this year was \$11,143,617, with March as the heaviest month, with \$3,573,843.

BUFFALO, N. Y.—The first regular meeting of the Dust Explosion Prevention Com'te of the National Fire Protection Ass'n was held here July 24. Among those present was Eugene Arms, mgr. of the Mutual Fire Prevention Bureau.

IF WE'VE heard it once we have fifty times, "What good is a barrel of water in the cupola. I wouldn't go up there if a fire did break out." Under some conditions that would be the part of wisdom; but over at Cameron, Ill., a passing locomotive dropped a spark on the roof of an elevator and a bucket of water from the cupola barrel was used to put it out. Who's crazy now?—*Our Paper*.

A RESOLUTION, which creates a joint commission to investigate the subject of crop insurance, has been introduced in the senate by Senator C. L. McNary. The commission asked for would consist of three members appointed by the pres. of the senate and three members appointed by the speaker of the house. They would investigate conditions to see if they warrant the establishment of a government crop insurance bureau, and report their findings within six months.

## Books Received

DUST EXPLOSIONS; Causes and Methods of Prevention, is a compilation of all the available information on the nature and theory of dust explosions; industries producing dust and their extent; causes of dust explosions and elimination of sources of ignition; prevention of explosions by control of explosive mixtures; phenomena of explosions; dust collection and removal; static electricity; explosions in grain threshing machines; plant construction; cotton gin fires; coal dust explosions; and a bibliography of dust explosion literature. Illustrated with 42 engravings showing explosions; 39 figures; 4 plates; and containing 25 tables. By David J. Price, engineer in charge dust explosion investigations, and Harold H. Brown, organic and physical chemist; assisted by Hylton R. Brown and Harry E. Roethe, ass't engineers in dust explosions, all of the U. S. Dept. of Agriculture. The importance of a more complete understanding of the phenomena of dust explosions and methods of their prevention makes this work a timely and significant addition to the hitherto meager literature on the subject. This book is designed as a guide, text book and reference book for the use of the dust-producing industries, fire and accident insurance companies, inspection departments, engineers, architects, colleges, and libraries. To anyone interested in dust explosions this work is invaluable. Published by the National Fire Protection Ass'n, Boston, Mass.; 246 pages, price, \$3.

### Radio Will Not Hurt Cables.

An analysis of the situation, radio v. cables, was made recently by Newcomb Carlton, pres. of the Western Union Telegraph Co., in which he stated:

"The Radio Corp. of America is today transmitting from 12 to 14 per cent of the eastward and westward business between the United States, Great Britain and continental Europe.

"The radio rate from New York to London is 18 cents per word while the cable rate is 25 cents per word, so with radio rates 30 per cent cheaper, they are getting but 12 to 14 per cent of the business."

Mr. Carlton went on further to state that a new type of cable is being made which will enable the volume of cable business to be larger, as this is of greater importance than the question of rates. That the radio will be used chiefly for communication with countries where no cables are connected, was his closing argument.

### Experimenting in Grain Dust Explosions.

An important series of investigations of the causes of flour mill explosions are being carried on in the laboratories of the milling engineering division of the Pennsylvania State College, according to an announcement made recently by Benjamin W. Dedrick, who is in charge of the work in that division. A series of experiments on the likelihood of fires caused by contact of lighted electric bulbs with various grains, flours, and dust are being conducted.

Mr. Dedrick, who has made studies of flour mill explosions in several sections of the United States, is soon to publish the present results of the experiments. The conclusions of the study thus far are mainly negative. In all instances the dust or grain about the bulb has been found to be charred and the temperature of the enclosed lamp has been raised considerably, but in no case except in a test in which the bulb was buried in bran was there found any great likelihood of fire.

It has been found, however, that floating dust when coming in contact with a naked flame or with hot carbon in a broken electric lamp is capable of causing a violent explosion.

### Unfair War Taxes on Nation's Press.

Oppressive taxation on the nation's press is in itself an indirect form of censorship and a step backward toward the dark ages. The publishers of newspapers and magazines have appealed to Congress for fair play in order that the needs of the reading public may be met. A bill known as H. R. 11965, introduced by Congressman M. Clyde Kelly of Pennsylvania, is now pending in the Post Offices and Post Roads Committee of the House of Representatives. It provides for the reduction of the war taxes levied in the present postal rates. The press of the country protests against the severity of the imposition which tends to jeopardize its freedom of expression.

Continuation of war time taxes on the press of the country is a matter which concerns every citizen. At the time the tax was imposed it was generally conceded that increases in the postal rates on second-class matter were wholly without justification in economics or political equity. The increased rates were imposed simply as a war emergency measure and such a tax cannot be defended three years after the cessation of hostilities. The mode of assessment clearly violates all equities of contribution. The war tax on second-class mail subject to zone rates was made in the form of four successive annual increases that constitute an increase from 100 per cent for the initial zone to 900 per cent on the last zone and this war tax has in no way been lessened.



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This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 $\frac{3}{8}$  inches. The 125 duplicates are printed on manila but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

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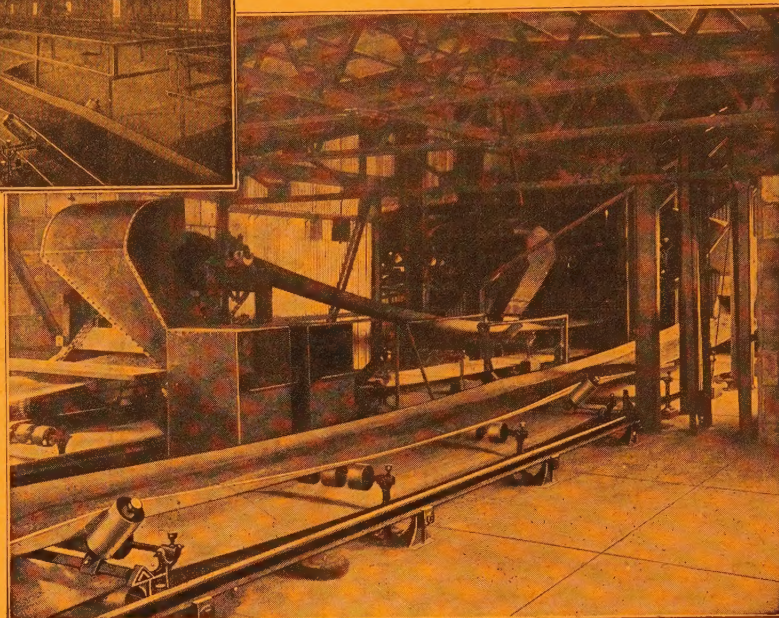
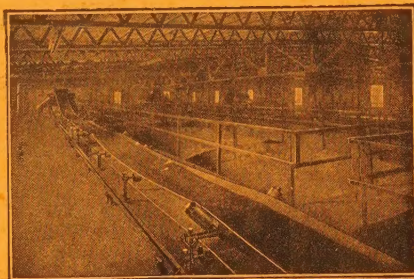




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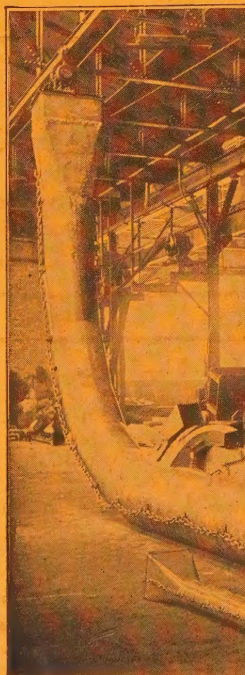
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